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Navy News

The Newspaper of the Royal Navy and the Royal Naval Association

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FIRST SEA LORD TAKES A LOOK



This happy photograph of the First Sea Lord, Admiral Sir Charles Lambe, was taken as he was going down the fore-hatch of the U.S.S. George Washington—the United States first nuclear-powered fleet ballistic-missile submarine. (Photo: General Dynamics Corporation, Groton, Conn.)

Date for Dreadnought to be Launched to be Announced Shortly

DURING his visit to Scotland last month, Mr. Orr-Ewing, Civil Lord of the Admiralty, said at Dounreay, that the launching date for Dreadnought, 3,000 tons, Britain's first nuclear-powered submarine, will be announced "within the next month or two."

He said it was of the utmost importance for the contractors at Dounreay "to realize the urgent need for Britain to press ahead with her

development of marine nuclear propulsion.

"In the long run the number of orders for warships that are placed in British shipyards by the Royal Navy, Commonwealth and foreign countries, will certainly be affected by the speed with which we can incorporate the latest developments. Nuclear propulsion must be the most outstanding of these."

It will be a great day for the Royal Navy in general, and the submarine command in particular when Dreadnought takes the water.



Vice-Admiral Holland-Martin inspecting the guard at Lee-on-Solent when he took up his appointment as Flag Officer Air (Home)

New Flag Officer Air (home) COMMANDED EAGLE

VICE-ADMIRAL D. E. Holland-Martin, G.B., D.S.O., D.S.C.†, until recently Second Sea Lord, relieved Admiral Sir Walter Couchman on January 8 as Flag Officer Air (Home).

Admiral Couchman is to be Vice Chief of Naval Staff at the Admiralty. Vice-Admiral Holland-Martin was

awarded the D.S.C. in 1940 for operations in the North Sea and he was awarded the D.S.O. in 1943 for action against enemy shipping in the Mediterranean. The Bar to his D.S.C. was awarded for service in the Salerno landings.

He commanded H.M.S. Eagle from 1953 to 1955.

Spaciousness the keynote in Hermes

CRUISE TO GIBRALTAR

BY OUR SPECIAL CORRESPONDENT

SPACIOUSNESS. That is the **S**impression I got on my first visit to Britain's newest aircraft carrier. I do not refer, of course, to the 741-ft.-length of her flight deck but to the passage-ways in the ship. Wonderfully clean and polished, the compartments within the ship would be a credit to any house-proud wife.

It is true that at the time of my visit the air squadrons were not embarked and the various messes with their three-tiered bunks would perhaps present a different picture when they were in use, but compared with aircraft carriers of the past the deck head seemed much higher and there was such cleanliness and space that it would be difficult to fault this aspect of the ship.

The officers and ratings to whom I spoke were, in the main, full of admiration for her comfort and habitability.

It is said that the way to a man's heart is through his stomach, and in this connection the facilities provided in the ship for producing first-class meals are admirable. The Chief Petty Officer Cook informed me that at every meal the ship's company had the choice of several dishes, and a close inspection of the dinner served on the day of my visit showed the ship's company had no cause whatsoever for complaint. This was borne out by the ratings with whom I spoke.

Those who had served in previous carriers were enthusiastic about the living conditions on board, and I found that those who felt a little "crowded" were those who had spent their previous service in such places as a Royal Naval Air Station.

Since H.M.S. Hermes commissioned on November 25 she has had a "shake-down" cruise to Gibraltar, where four days were spent. She came back to her home port to give Christmas leave, skirting the gales which were raging at that time, but both officers and men stated that the ship behaved extremely well.

Since Christmas the ship has been engaged in various harbour trials and in storing and ammunitioning, with a short trip to Plymouth, where the 200 "West Country men" enjoyed a welcome break.

So far, of course, there have been no Air Squadrons on board, and the flying trials are not expected to take place until after Easter. In the meantime the ship is expected to proceed to sea for further trials. If these trials take them to a foreign port, those on board will have well earned a short respite.

It is perhaps a little early to refer to the ship as a "happy ship"—after all, the squadrons have yet to embark—but after everything I saw and heard on board, the ship will, without question, be known as the "Happy Hermes."

Persian Gulf frigate returns home

THE frigate H.M.S. Loch Ruthven (Cdr. R. L. Eveleigh, D.S.C., R.N.) returned to Devonport on February 2 after nearly a year's service in the Persian Gulf.

NEW OFFICE BLOCK FOR ROSYTH

An office block, estimated to cost a quarter of a million pounds, is to be built at Rosyth. During his visit to Scotland, Mr. Orr-Ewing, Civil Lord of the Admiralty, said the first wing of the new block would be completed in 1961.



An excellent photograph of the flight deck of H.M.S. Hermes taken when the ship was on trials

PAY RISE MORE THAN POSSIBLE

IT is understood that the Minister of Defence, in collaboration with the Service Chiefs, is preparing a review of the pay of the Services which will be laid before Parliament shortly.

It will be remembered that the Grigg Report of 1948 recommended a review of Service pay every two years. The pension rates are also due for review this year.

Although big pay rises are not expected, there has been a general increase in the rates of pay to civilians over recent years and some increase is more than possible.

The question of the promotion

structure of the Forces is also to be reviewed.

New Bishop was R.N.V.R. Chaplain

IT was announced on January 6 that the Queen had approved the nomination of the Ven. John Henry Lawrence Phillips, Archdeacon of Nottingham to be the new Bishop of Portsmouth in succession to the former Bishop, Dr. W. L. S. Fleming who has been transferred to Norwich.

Archdeacon Phillips became a R.N.V.R. Chaplain in 1942 and served for three years as such.

Ahead for Quality



WELL MADE
WELL PACKED

Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N.(Retd.),
Royal Naval Barracks, Portsmouth,
Tel.: Portsmouth 26421 (Ext. 2194)

EDITORIAL

ON page 1 appears a photograph of the First Sea Lord, Admiral Sir Charles Lambe, on board the United States submarine George Washington, the first American nuclear-powered, Fleet ballistic-missile submarine, which was laid down in November, 1957, and launched in June, 1959.

The fire power of the George Washington is so tremendous that the mind boggles at it. This submarine can carry 16 "Polaris" missiles—these are about 30 feet long, 50 inches diameter and have a range of 1,500 miles. It has been estimated that these, fitted with nuclear warheads, have a fire power more than equal to the total weight of bombs dropped by the United States forces in the Pacific area of operations during the Second World War.

Of course, the cost of building the George Washington has been enormous, but, when compared with "conventional" ships and arms, the building of her has been an economic proposition. One such ship could do more harm to an enemy's war potential than squadrons of carrier-borne aircraft operating from several carriers, which would need destroyer escorts, oilers, and so on.

Yet Great Britain has one nuclear-powered submarine—on the drawing board—or, at any rate, only just off it. Throughout our long history the Royal Navy has ensured the survival of this country, and its cost can only be regarded as a premium paid to insure against possible eventualities.

We have been called a "Nation of Shopkeepers"—how wrong can one be? The nation has shown, time and time again, that the sea is in the blood, and if the facts are put squarely before the people of Great Britain the money to pay the premium will be forthcoming.

O LORD, Thou art my God. I will exalt Thee, I will praise Thy name; for Thou hast done wonderful things; Thy counsels of old are faithfulness and truth.

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HEADMASTERS HEAR ABOUT THE NAVY

Future cadet entry must be of highest quality from widest field

THE question of obtaining the most suitable officer material for the Navy is once more in the air. In the House of Commons recently Doctor Horace King spoke of the apparent disparity between the number of public school boys and State Grammar School boys selected for officer cadetships in the Services, a disparity which, he maintained, was more marked in the Navy than in the other two Services.

In developing his contention that equality of opportunity was not yet completely realised, it is noteworthy that Doctor King had, from his own personal observations, nothing but praise for the methods of the Admiralty Interview Board; "for the patient, painstaking and completely fair way in which it sets about the formidable task of discovering which youngsters aged 16 are worthy of being chosen for a course which eventually leads to a much-coveted commission."

In summing up the debate the Civil Lord (Mr. C. Ian Orr-Ewing) stressed both the excellent career that awaits Officers in the Royal Navy and the fact that we want boys with brains and with character from every and any type of school. He acknowledged that boys from independent schools are at present applying in much greater numbers. In 1959, for instance, 167 applied from independent schools and only 84 from maintained grammar schools.

An Interview Board, however, can only deal with the material that comes before it. The problem is really a far wider one, that of bringing a Naval career before the eyes of the youth of the country as a whole: in short, of "putting the Navy across." It was with this end in view that some 150 Headmasters, together with a number of Careers Masters, were invited to a Conference, held at the Royal Naval College, Greenwich, on January 8. The meeting, organised jointly by the three Services, was addressed by the Minister of Defence, the Right Honourable Harold Watkinson, M.P. A similar gathering of headmasters took place a few days earlier at Westminster County Hall and was addressed by the Chief of the Defence Staff, Admiral of the Fleet Lord Mountbatten. The schools will thus hear, at first hand, of the roles of the Services, of the advantages of a Service career and of the various methods of entry.

It is to be hoped that as a result of these meetings many more boys will come to learn of the excellent opportunities the Navy offers. For indeed, the Royal Navy today offers a career as satisfying and more varied than

perhaps ever before in history. Moreover, since the war, the career structure, pay, allowances and pensions are all vastly improved.

Any lowering of standards, however, is unthinkable. In fact, in this increasingly technical age, the Navy's view of its officer candidates is, more than ever, that the best is scarcely good enough.

The keepers of Eddystone lighthouse were relieved at the beginning of January, three weeks late, owing to the continued bad weather.

SEA-BED DRAMA



Lieut. Peter John Messery, M.B.E., R.N., photographed during the diving operations on a sunken Japanese submarine in Singapore Roads and for which he was awarded the George Medal as reported in January's NAVY NEWS. At a depth of 42 feet working in complete darkness which, under normal circumstances, would have made any diving operation highly dangerous, he used a flame cutter within inches of tons of high explosive to remove six live torpedoes from the submarine.

LETTERS TO THE EDITOR

Would Ocean have made a better commando carrier?

SIR.—In your last edition of NAVY NEWS, the front page headline read—"Bulwark—the first Helicopter Commando Carrier to be commissioned." It is on this subject that I should like to express my views. Firstly I agree very much with the plan for such a highly mobile amphibious force as the Helicopter Commando.

I'm afraid the Admiralty lose my support and I'm sure the support of many other people, when one of our largest carriers is converted to transport this force. It would have been a far better plan to have used smaller carriers such as H.M. Ships Ocean and Glory for this task, and kept the Bulwark as she was, and equipped her in time with our new Naval Strike aircraft—the Blackburn N.A.39. She could then play a far greater role in our defence.

I am very proud of our country's Naval history but I can't help feeling that we are falling behind other nations as a Naval power. Our Government and Defence chiefs are more concerned in saving money, than building ships, of which we are desperately short and which are absolutely essential to us as an island nation, if we are to survive.

Yours faithfully,
G. BARRIE MEREDITH

18 Attlee Way,
Cefr Golan,
Tredegar.

H.M.S. LIVERPOOL

SIR.—One thing has recently come to light in connection with the cruiser Liverpool now looking very much the worse for wear at Bo'ness. A friend of mine, standing on the quarterdeck, looking up at the guns of "Y" turret, noticed something under the canvas tied over the muzzle of the centre gun.

Further investigation showed that each gun of "Y" turret had a wooden tampon screwed to the wooden plug, and painted with a golden scroll and the Liver bird in black on a white background.

The probable explanation is that the quarterdeck was used for some ceremonial occasion when the "Liverpool" was headquarters of Senior Officer Reserve Fleet, and as the ornamental brass and copper tampions were in the Naval stores, the wooden painted ones were provided to give the quarterdeck a touch of realism.

I wonder if you can quote some of the foregoing and enquire through your columns if anyone who served in the ship at Portsmouth between 1952 and 1958, can remember these wooden tampions, their origin and use.

R. B. SUMMERFIELD
Liverpool Nautical
Research Society,
28 Exchange Street East,
Liverpool 2.

Remember the old Dreadnought?

I WONDER if you could help us? We have just completed erecting our own headquarters, which will be officially opened in either April or May. We have adopted the name "T.S. Dreadnought," and are now seeking any photographs or information on either the old "Dreadnought," or any of her class. Although it's rather a forlorn hope, we are extremely anxious to get either one of the original ship's crests, or a drawing and description of the same.

Would it be possible therefore, to mention the above, hoping that among your many readers there may be a few that can help us over this last stage of what has been a long and difficult struggle to own "a Ship of our own."

Yours,
J. F. HAYES
Lieut. (S.C.C.), R.N.R.

Bridgend & District Unit,
Sea Cadet Corps,
10 Lower Queen Street,
Tondur, Nr. Bridgend, Glam.

Pendant Numbers of H.M.S. Zulu

SIR.—Thank you for the monthly issue of NAVY NEWS. I find it very interesting to read of "old ships." Please let me know when my subscription is due. One little question I would like to ask you is this. Can you tell me the Pendant numbers of H.M.S. Zulu, sunk on September 14, 1942? I was one of the survivors, but am afraid I have forgotten her numbers. (I do believe that they were G18.) Please let me know if possible.

Yours,
WILFRED SILK.
Thame Park House,
Thame.

ROYAL NAVY'S DRAFTING FORECAST

SUBMARINE COMMAND

H.M.S. Sea Devil, April, at Malta for service on Mediterranean Station.

GENERAL

H.M.S. Lynx, February 16, at Portsmouth, for General Service Commission (Home/South America and South Atlantic) (24 months). U.K. Base Port, Portsmouth.

H.M.S. Bronington, February 10, at Rosyth, for Home Sea Service. U.K. Base Port, Portland (C.M.S.).

H.M.S. Dieppe, February 29, at Malta for Foreign Service.

No. 893 Squadron, March 1, at R.N.A.S. Yeovilton, for Overseas Service (Victorious).

No. 804 Squadron, March 1, at R.N.A.S. Lissie, for Overseas Service (H.M.S. Hermes).

H.M.S. Saintes, March 8, at Devonport, for General Service Commission (Home/Mediterranean) (24 months). U.K. Base Port, Devonport.

H.M.S. Camperdown, March 8, at Devonport, for General Service Commission (Home/Mediterranean) (24 months). U.K. Base Port, Devonport.

H.M.S. Rothesay, March, at Glasgow for General Service Commission Home/West Indies (24 months). U.K. Base Port, Portsmouth.

H.M.S. Yarmouth, March 23, at Clyde for General Service Commission, Home/East of Suez (24 months). U.K. Base Port, Devonport.

H.M.S. Owen, April 5, at Gibraltar for trials. Commissions, May 3, 1960, for General Service Commission (24 months). U.K. Base Port, Devonport.

H.M.S. Undaunted, April, at Portsmouth, for General Service Commission, Home/East of Suez (24 months). U.K. Base Port, Devonport.

H.M.S. Blackpool, April 12, at Chatham, for General Service Commission Home/East of Suez (24 months). U.K. Base Port, Portsmouth.

H.M.S. Loch Ruthven, April 28, at Devonport, for General Service Commission, Home/Arabian Seas and Persian Gulf (18 months). U.K. Base Port, Devonport.

H.M.S. Cassandra, April 26, at Chatham for Foreign Service (Far East).

H.M.S. Parapet, April 9, at Malta for Foreign Service.

No. 814 Squadron, May 2, at R.N.A.S. Culdroe, for Overseas Service (H.M.S. Hermes).

H.M.S. Llandaff, May, at Devonport, for General Service Commission Home/East of Suez (23 months). U.K. Base Port, Devonport.

H.M.S. Orwell, May 3, at Rosyth for trials.

H.M.S. Decoy, May 17, at Devonport for trials. Commissions July 7 for Home Sea Service. General Service Commission March, 1961, Med./Home (22 months). U.K. Base Port, Devonport.

H.M.S. Alert, May 23, at Singapore, for Foreign Service (Far East).

H.M.S. Rhyl, May 31, at Portsmouth for trials. Commissions September 29 for Home Sea Service until March, 1961. Then General Service Commission, Home/East of Suez (24 months). U.K. Base Port, Portsmouth.

H.M.S. Undine, April 5, at Portsmouth, for General Service Commission, Home/East of Suez (24 months). U.K. Base Port, Portsmouth.

H.M.S. Wiston, April, at Portsmouth, for Home Sea Service. U.K. Base Port, Rosyth.

No. 825 Squadron, June 1, at R.N. Air Station, Culdroe, for Overseas Service (H.M.S. Victorious).

H.M.S. Layburn, June, at Renfrew, for Home Sea Service (Boom Defence).

H.M.S. Solebay, June 8, at Portsmouth, for General Service Commission, Home/Mediterranean (21 months). U.K. Base Port, Portsmouth.

H.M.S. Cavalier, June 24, at Singapore, for Foreign Service (Far East).

H.M.S. Victorious, June, at Portsmouth, for General Service Commission, Home/East of Suez (19 months). U.K. Base Port, Portsmouth.

H.M.S. Protector, June, for General Service Commission Home/South Atlantic and South America (12 months).

H.M.S. Londonderry, June 28, at Cowes for General Service Commission Home/West Indies (24 months). U.K. Base Port, Portsmouth.

H.M.S. Lion, early June, at Tyne, for General Service Commission Home/Mediterranean (24 months). U.K. Base Port, Portsmouth.

H.M.S. Wizard, end-June, at Chatham for Trials. Commissions end August for Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Hermes, Commissions June 14 for General Service Commission, Home/Mediterranean (24 months). U.K. Base Port, Portsmouth.

H.M.S. Finisterre, June 8, at Devonport for General Service Commission, Home/Mediterranean (24 months). U.K. Base Port, Devonport.

H.M.S. Loch Fyne, July 5, at Rosyth for General Service Commission Home/Arabian Seas and Persian Gulf (18 months). U.K. Base Port, Devonport.

H.M.S. Lincoln, July, at Glasgow, for Foreign Service (Far East).

H.M.S. St. Brides Bay, July, at Singapore, for Foreign Service (Far East).

H.M.S. Brave Swordsman, July, at Portsmouth, for Trials and Special Service Squadron. U.K. Base Port, Portsmouth.

H.M.S. Lewiston, August, at Portsmouth, for Home Sea Service. U.K. Base Port, Rosyth.

H.M.S. Leopard, August, at Portsmouth, for General Service Commission, Home/South Atlantic and South America (24 months). U.K. Base Port, Portsmouth.

H.M.S. Keppel, August, at Chatham, for Home Sea Service. U.K. Base Port, Portsmouth.

H.M.S. Loch Alvie, August 16, at Devonport for trials. (Commissions September 27 for General Service Commission) (Home/Arabian Seas and Persian Gulf) (18 months). U.K. Base Port under consideration.

H.M.S. Centaur, September, at Portsmouth for Home Sea Service. (Commissions December for General Service Commission) (Home/East of Suez) (22 months). U.K. Base Port, Portsmouth.

H.M.S. Caesar, September, at Rosyth for trials. Commissions November for Foreign Service—Far East.

H.M.S. Duchess, early October, at Portsmouth for trials. (Commissions January, 1961, for General Service Commission, Med./Home, 24 months). U.K. Base Port, Portsmouth.

H.M.S. Diana, October, at Devonport for trials. (Commissions January, 1961, for General Service Commission, Med./Home, 24 months). U.K. Base Port, Devonport.

H.M.S. Diamond, October, at Chatham for trials. (Commissions January, 1961, for General Service Commission, Med./Home, 24 months). U.K. Base Port under consideration.

H.M.S. Caprice, October, at Singapore for Foreign Service (Far East).

H.M.S. Crane, October, at Singapore, for Foreign Service (Far East).

H.M.S. Anzio, November at Malta for Foreign Service.

H.M.S. Plymouth, December, at Devonport for trials. Commissions March, 1961, for General Service Commission, Home/Med. (24 months). U.K. Base Port, Devonport.

Lord Nuffield visits H.M.S. SHIPS OF THE ROYAL NAVY No. 51

Terror

ON January 4, Lord Nuffield paid a flying visit to the Naval Base, Singapore, to see for himself the swimming pool that is being constructed at the Royal Naval Officers Club, H.M.S. Terror. The cost of the pool is being borne largely from the Nuffield Trust for the Forces of the Crown. In fact without the Trust's help the pool would not be built at all.

Lord Nuffield was very pleased to see work on the pool so far advanced. It is estimated that from the time the grant was made to the pool's opening in early April will be under six months.

Lord Nuffield was also shown plans for future development in H.M.S. Terror when funds become available: the open air snack-bar, ladies' and girls' changing rooms and the nine-hole golf course, work on which has already started. On his way to the Captain's house for a farewell chat he stopped by the playing fields and learnt of the plan for floodlighting the match soccer pitch and minifootball pitch, a new gymnasium and bowling alleys.



Lord Nuffield with the H.M.S. Terror crest which was presented to him by Capt. Turner

Capt. Turner, Chairman of the Officers Club, thanked Lord Nuffield for his generosity on behalf of all the Naval officers on the station and presented him with a crest of the establishment as a memento of his visit. A crested photograph album is also being sent to him as a record.

H.M.S. CARRON



ROTOR BLADES DAMAGED IN FLIGHT

Pilots land helicopters safely

TWO Whirlwind helicopters on a training flight from H.M.S. Ariel II at Worthy Down, touched and the rotor blades were damaged.

The two helicopters managed to land safely and are being repaired on the spot.

The pilots were Lieut. P. Williams, R.N., and Lieut. G. Cryer, R.N., both of R.N. Air Station, Worthy Down.

DISCIPLINE

THE following definition of the word "discipline" taught at the Watts Naval Training School (Dr. Barnardo's Homes) many, many years ago, was sent to the Editor recently.

The word discipline indicates a state of affairs, such, that a body of men, of all ranks, ages, and inclinations, are capable of acting together as a combined whole.

For this to be possible, not only must there be instant obedience to superiors, but also mutual reliance between comrades, no one doubting that officers will lead, or that comrades will not lag behind.

H.M.S. Carron—the name dates from 1813, and is from the Ironworks in Stirlingshire where the first Carronades were made for the Navy—is a destroyer of the "C" group comprising eight "CA" class, six "CH" class and six "CO" class.

This group of destroyers was of emergency war design and they are 2,600 tons (full load) displacement and 362 ft. long with a beam of nearly 36 ft. Their complement is 186.

Carron was laid down on November 26, 1942, launched March 28, 1944, and completed November 6, 1944. The ship has been employed with the Dartmouth Training Squadron and was modified for use as a training ship.



Lord Nuffield with Admiral Portlock, Capt. Turner, Capt. McMullen, Mr. Gray and Mr. Mulliner

MOTERING NOTES

'IT WILL NEVER HAPPEN TO ME'

ONE seldom reads the daily newspaper these days without reading of further tragedies on the roads. Tragedies indeed most of the accidents are, arising as they do in most cases from sheer incompetence, usually associated with errors of judgment. Strange to relate, the average motorist never seems to be bothered about the rising toll of the road, probably because most of them adopt the attitude: "It will never happen to me." It will, chums, unless some of you change your driving habits.

CAUSES OF ROAD ACCIDENTS

One has heard a lot about the vital necessity for wider, straight and faster roads and the emphasis on the condition of the roads being the main cause of accidents. The number of accidents on the M.1 has already proved this theory to be nonsense, and a growing band of thinking motorists are beginning to realise that unless the motorists themselves can be educated, no matter what sort of roads are provided, the accidents will increase and will be more severe as speeds go up.

The only education provided for the average motorist at present is principally the misleading advertising indulged in by the vehicle and component manufacturers. The car manufacturers emphasize the bullet-like performance and road-holding attributes of their products; the brake makers claim that you only have to press the brake pedal in any car fitted with their products and a giant hand will grab you and stop you from impossible speeds; the tyre

people will likewise tell you that their tyres will take you round impossible corners at equally impossible speeds in perfect safety. So what happens? Petty Officer Snowgrass, who has tons of money these days, goes off with his chums in a hired modern car fondly imagining that because he has been driving for a couple of years he knows all the answers, and under the vain impression that the modern car is so safe that you can't go wrong. How does he fare? He is belting along at 50 to 60 m.p.h. when a dog runs across the road. Next moment he has put his brakes on hard in a panic; he swerves at the same time, the car spins round, and somersaults across the road probably into another car, and for the next few weeks he will have time to reflect on his incompetence in Haslar.

Readers may ask what our injured Petty Officer should have done. Firstly he should have seen the dog before it ran across the road; secondly he should have sounded his horn; thirdly he should have braked normally; but most important of all, he should not have swerved. In the writer's experience, a toot on the horn acts like magic on cats and dogs. Why not try it yourselves? But the way, this is a true story, and it is typical of many accidents where something quite minor occurs and the motorist is quite unable to cope with the situation.

HINTS AND TIPS

Those of you who do your own maintenance often have difficulty in

obtaining distilled water. If you have a refrigerator in the house, next time it is defrosted why not collect the water which drips from the coils of the freezing unit as the frost thaws out. It is, of course, perfectly good distilled water.

A. E. MARSH

Presentation to Matron and Sister of Canada House

ON Thursday, January 14, Commodore L. W. L. Argles, D.S.C., on behalf of the Naval Committee of the Royal Naval and Royal Marine Maternity Home, The Nore (Canada House), presented a silver tea pot and a cheque to the Matron, Miss I. G. Stevens, and the Sister, Miss M. H. Hattersley, The Welfare Committee, Royal Naval Barracks presented them with a piano.

Matron and Sister have been looking after the wives of personnel of the Royal Navy and Royal Marines over the past 30 years and no doubt many serving and ex-serving men will be glad to know that their care and devotion to duty have not gone unrecognised.

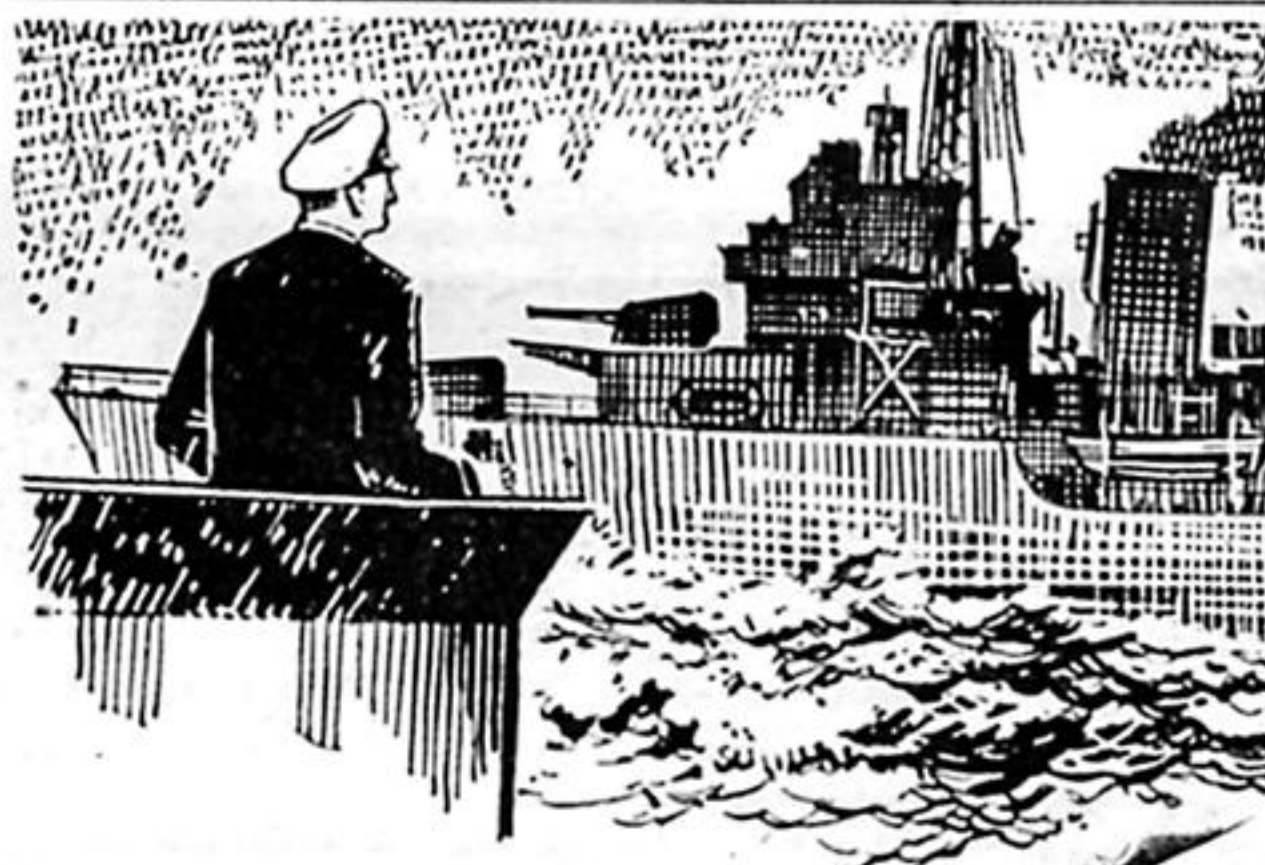
Miss Stevens and Miss Hattersley intend to set up home together and they go with the good wishes of the Committee and all those who have been fortunate enough to have been looked after by Canada House.

At the presentation which took place at Canada House, Commodore Argles was accompanied by Mrs. Argles, Cdr. Morgan, Lieut.-Cdr. Lidsey and several other members of the Committee.

The first Indian naval vessel to be built at Belfast, the anti-submarine frigate I.N.S. Trishul, is working up in British waters. She is expected at Bombay in May.

Gales prevented liberty men from returning to H.M.S. Albion on January 24 and helicopters were used to transfer the men to the ship at Spithead from the United Services Football Ground.

H.M.S. Victorious sailed from Portsmouth on January 27 for exercises. She will return to her home port on February 26.



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However, with that kindness which is so often met, the publishers wrote to the writer of the book—a frail lady of 78, elderly, yes, but young in heart—and she, struck with the story of the search, and undoubtedly feeling a trifle proud that her book, after 30 years, still brought happy memories, sent a copy to the man and his wife.

Now if this was a real fairy story this gesture by the writer would have ended with the miraculous recovery of the man and he and his wife would have lived happily ever after, but this is a true story and real life is not always as kind as in the fairy-tale books.

The man became progressively more seriously ill, but the book, and the most wonderfully tender and touching letters it has ever been my privilege to read, helped that man and his wife, strengthened them and comforted them.

The writer of the book had lost loved ones in a manner similar to the loss the



Turkeys ready for carving for the Centaur at Sydney. Cook (S.) B. and P.O. Cook (S.) E. G. Collins, look happy and

Condor Ski Club Revelled in Snow in Glen Shee PASSING OUT PARADE

(By Our Special Correspondent)

AS this is being written R.N.A.S. Arbroath is shrouded in a mantle of wet snow and there is no doubt at all that we are back at work after our Christmas leave.

Capt. D. J. Hoare (new Rear-Admiral) D.A.M.R., presented the prizes at the end of last term, having inspected the passing out parade earlier. He was introduced by Capt. G. W. Tanner, Commanding Officer, who said: "Capt. Hoare is not a stranger to Arbroath, having served twice at the Station. He founded the Glenesk training scheme. He has done more than any other person to bring in improved training methods to the Fleet Air Arm."

In his speech Capt. Hoare said: "I always remember when I was at Condor that every breaking-up occasion was a happy one. The Christmas one was the happiest of them all, possibly because of it being Christmas. I would like to pose this question to you who are leaving today. At the end of the day do you say: 'Well, I am pleased with what I have done today' or do you say: 'Well, I got away with that all right?'"

"You, who are leaving, owe a debt of gratitude to your parents and to your instructors. Before you go you should say 'Thank you' to your instructors. It is always a good thing to say 'Thank you'."

"You owe a debt to that shadowy body of the Admiralty for the very fine set of training establishments. And from now on those leaving owe everything to themselves. You have been taught to discriminate between a job well done and a job that is slipshod. You must now discriminate for yourselves."

"Most of all I hope in the years that lie ahead that when you take off your boots at night you will be able to say 'Well, I am pleased with what I have done today'."

The prize-list for Aircraft Artificer Apprentices was:—Admiralty Examinations—8th Term, Basic Aircraft



Wrens from H.M.S. Condor trekking to the ski slopes in Glen Shee

Engineering—1, App. Lowe, 10th Term, Craftsmanship, Fitting and Turning—1, App. Zapple; Sheet-metal—1, App. Allen. 12 Term, Technical—1, App. Green; 2, P.O. App. Richardson. St. George's Prize for the best all-round Apprentice—1, C.P.O. App. Wilson; 2, P.O. App. Richardson.

The 12th term gained the Captain's Sebastian Cup, which is awarded to the term with the best all-round proficiencies. In this case this class has won this cup four times during their training at H.M.S. Condor.

The awards for Aircraft Mechanicians were:—Final Admiralty Examination Course Herbert Lott Trust Fund Prize for the Top Mechanician—Petty Officer Homden. Prize for the highest aggregate of school, Technical and Craftsmanship—Petty Officer Marling.

The ski club are revelling in the snow in Glen Shee during the weekends and some 30 members in various stages of advancement glide gracefully (or otherwise) down the slopes.

The mountain rescue team have not been called out this term so far, but they are poised each week-end to answer the call of distress which inevitably comes through types deciding that the Scottish mountains are simple to climb.

Gliding still carries on whenever practicable but the sailing club is busy painting and varnishing. The angling club dreaming of master game fish, the golf club polishing up its weapons and reading Sam Snead, and the archery club viewing Robin Hood!

The dramatic society intend producing a modern French play "Antigone" by Jean Anouilh as an entry in the Royal Naval Drama Festival in March. They are also producing a pantomime in February.

I.C.F.

Wren officers retiring from service

DURING February two Senior, and very well-known, Wren Officers will be leaving the Service.

Superintendent M. A. P. Cook, O.B.E., joined the W.R.N.S. early in 1942. She served on the staff of R.A.R.A. and F.O.F.T. and was later Senior Wren Officer in charge of the Wren O.T.C. at Greenwich. It was from the Staff of C-in-C. Portsmouth that she joined Burghfield as Superintendent W.R.N.S. in September, 1958. She was awarded the O.B.E. in the Birthday Honours List of 1958. Superintendent Cook sails to visit relatives in Australia early in March.

Chief Officer W. J. Denham, O.B.E., joined the W.R.N.S. later in 1942. During the war she served in India, Ceylon and Aden and has since served as Senior W.R.N.S. Officer on the Staff of A.C.R., C-in-C. Portsmouth and C-in-C. Nore. She was awarded the O.B.E. in June, 1959. Chief Officer Denham intends to travel abroad later this year.

Northampton R.N.A.
give party for
126 children

THE Northampton Royal Naval Association held its Christmas Children's Party on January 9 and 12 children attended and had a grand time.

Starting at 3 p.m. with a conjuring and followed by singing and a lovely tea, the party ended with a cinema show and then Father Christmas appeared and gave each child a gift.

These successful affairs are not achieved without a lot of hard work and all who attended wish to thank the organisers.

Have YOU a personal problem . . ?

ASK JOHN ENGLISH

John English will be pleased to answer your queries. A stamped addressed envelope will be appreciated.

Every time I go home on week-ends or leave I have to try and explain to my wife the reason why I never seem to be drafted to Devonport or a ship in that area. She has even gone so far as to tell me my children never know me and that she has had to be both mother and father to them. Also that I must volunteer for drafts away from Devonport as other ratings always seem to be around their homes for long periods at a time. I am now in the last 13 months of my second period and I have only been stationed at Devonport between seven and eight months in nine years. I have been on two ships that called in for leave periods only bringing it to about 10 months in nine years.

And this is how the drafting has gone for me.

At Devonport after signing on for about two months. Then drafted to H.M.S. Harrier in South Wales for roughly six months. H.M.S. Terror at Singapore for roughly 20 months. To H.M.S. Collingwood after Foreign Service leave for Electricians' Course at Farnham—10 months. On completion of course to H.M.S. Murray at Glasgow to await completion of building and to commission, then to Portland with almost every day at sea and large exercises with visits to Channel Isles etc., and calling at Devonport for leave periods.

H.M.S. Hogue came next for a General Service Commission Med. and Home. The Home part included 12 weeks Icelandic Patrol and a visit to Channel Ports and the Low Countries.

From Hogue to Reserve Fleet, Plymouth, for between seven and eight months.

Now I have commissioned my present ship again in Scotland in which I expect to remain until my pension time comes.

Myself I can quite understand why my wife should query this especially when she sees other fellows staying in the Devonport area for long periods at a time and then if they are drafted it is not long before they seem to be back where they left off. I can myself name fellows who have got less time served with longer stays in the Devonport area.

I try to tell her it's the way that Centralised Drafting works out. But at the same time I have the thought that if "they" see you live at Devonport "they" try to put you as far away as possible, no matter what your preference draft card says. Yet there are the lucky ones in the same branch as myself who go to the Reserve Fleet, not for eight months as I did but from anything like 15 months, then they pick up a Carrier or some other ship doing a refit a few hundred yards down the jetty, and they join that for another 12 months or so. These are the fellows my wife sees day in day out and quite rightly queries me why can't I get the same. Can you give me an explanation, please? Is this how the Centralised Drafting falls over or are there still loop holes for a racket to be got into.

First of all, let us get your drafting history correct according to the records. I understand you re-entered the service in December 1950 after an absence of about 18 months. You then spent six months in Barracks, 7½ months at Harrier—presumably on a course—and 8 months in Defiance at Plymouth. You then had a month's course at Osprey before going to

having re-entered after 18 months, instead of going straight to sea, the normal routine for re-entries you had some 22 months Home Shore service of which 14 were actually in Plymouth. You might well have taken your family to Wales for the seven months you were at Harrier. After this you did not go to sea but had instead that much sought after draft, a foreign accompanied billet in Singapore. If you were unable to take advantage of it the Navy cannot be blamed for that! Since then, you have had a very normal and fair drafting cycle, though obviously it was unfortunate from a family point of view that Home service after Terror was broken up by the 10 months at Collingwood. After your G.S.C., as was your due, you had a fairish spell in the West Country, right on Devonport's doorstep and you would then normally have been due for foreign again. It is not the policy to draft people foreign if they cannot complete a normal term before their time expires, so you have gone to Home Sea Service. Again I presume for domestic reasons it is not convenient to move your family north.

I am most grateful to you for your enquiry, coming as it does towards the end of your service, when you obviously have no "axe to grind" yourself. You will know as an Electrical rating that most billets for your branch are at sea and this applies also to Engineers, Communications etc. The Admiralty try to arrange a fair proportion of shore billets for these branches.

It is always hard for wives to understand the requirements of the Service, and many are unwilling to "follow the fleet," or just cannot, for financial reasons or because of the need to avoid interrupting the education of children.

However drafting is run to a definite plan, which is a compromise between the requirements of the Service—which in the end must always come first, and the desire to allow families as much time together as possible. The preference stated on a Drafting Preference Card is definitely taken into account, and there are certainly no "loopholes for rackets."

Why is it that a Channel Islander who is on Ration Allowance can't get three free travelling warrants per year to the Channel Islands and a Scotsman in the same circumstances can, to anywhere in Scotland. Taking the price of the fare to both places, to go to Scotland costs much more from Portsmouth. I have already been refused on the strength of a clause in pay regulations which is in my opinion controversial. If this is correct then it seems to me that a Channel Islander is being penalised when he has taken advantage of the Married Quarters Scheme.

The restriction to which you refer is obviously intended to exclude those ratings who would like a free jaunt to the Channel Islands—or Eire—during their leave and who obviously have no ties in these places.

I agree with you that the clause in the Pay Regulations is slightly ambiguous. What does "normally domiciled" mean? None of us in the Service is "normally domiciled" in the ordinary sense and I for one, if asked for any "permanent address"—filling up Government forms etc.—always quote my parents' address.

If your parents live in the Channel Islands and most of your relatives and friends are there it seems only



Terry Keighley, who was born in Plaistow on April 28, 1938, made her professional stage debut at the Windmill Theatre in April, 1957. A brunette with brown eyes, her favourite recreations are riding, swimming and driving a car. Her vital statistics are 34 in., 24 in., 37 in.



"—and hunger, not of the belly kind, that's
Banished with bacon and beans,
But the gnawing hunger of lonely men for
A home and all that it means.

(APOLOGIES TO THE LATE DAN MCGREW)

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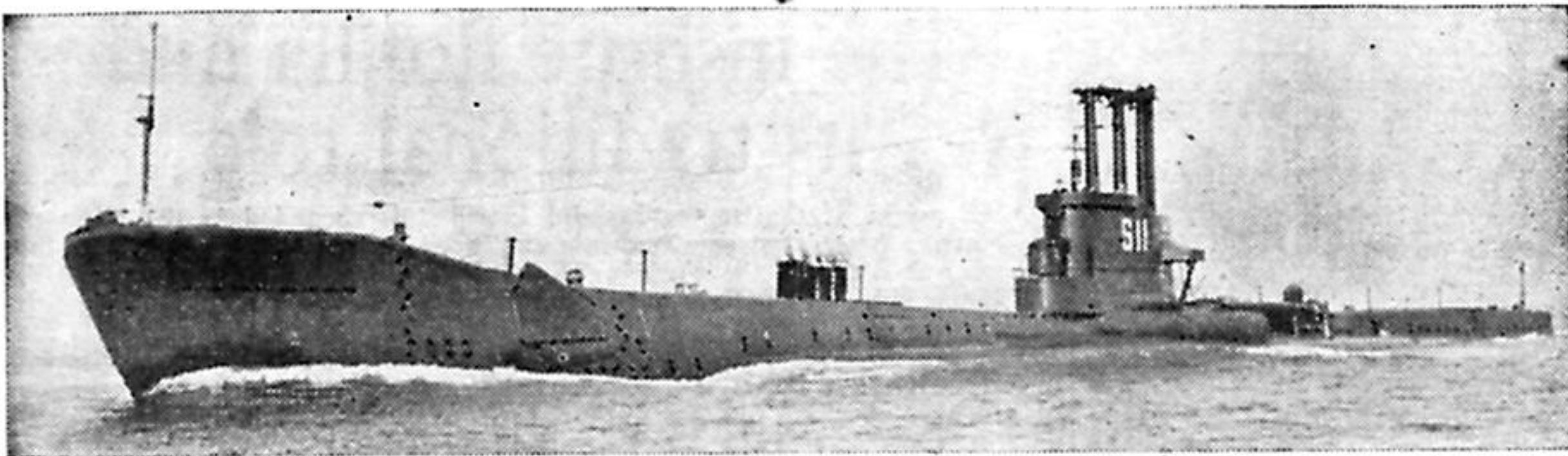
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H.M. Submarine Acheron. (Photo: Wright & Logan, Portsmouth)

ACHERON PAYS VISIT TO AFRICA AND KARACHI

Splendid Christmas at sea

(BY OUR SPECIAL CORRESPONDENT)

AS it was not preceded by the usual "Buzz," the news that H.M.S. Acheron had been nominated for the South African trip came as a surprise. However, a few weeks later found her under the command of Lieut. T. J. Andrews (R.N.), sailing out of Portsmouth harbour into a warm, mid-August evening sunshine, with the relieved sighs of the spare crew ringing in our ears. We whiled away the leisure hours of the first few days at sea, vowing total abstinence and calculating how much money we would save, we settled down to the long voyage to Simonstown.

With Uckers, Crib and Bridge tournaments going full swing plus a good stock of films and books, life onboard was anything but tedious. We had embarked a few cockroaches with the stores before leaving Portsmouth, so P.O. Allen, our second coxswain, decided to put them to some good use and revived the old sport of "Cockroach Racing." The ship's company were encouraged to rouse their latent literary prowess in the compilation of a daily newsheet published under the name of "Safari Special," later known as the "Mombasa Mail" and "Karachi Kourier," and which provided opportunity for the many wits to establish a reputation—not necessarily complimentary.

The first port of call for replenishment was the West African port of Freetown, Sierra Leone, where most of the crew were able to avail themselves of the generous hospitality of the European residents before continuing on our way South. The traditional "Crossing the Line" ceremony provided an entertaining interlude for both participants and spectators.

We arrived at Simonstown in heavy weather on September 12 and were welcomed by the press as front page news. The main purpose of our journey, Exercise "Capex," was to provide anti-submarine training facilities for the South African Navy and Air Force, the resident R.N. frigates Leopard and Lynx and later the Portuguese Navy frigates Nuno Tristao and Diego Gomes. The three weeks intense operational duties proved to be successful in spite of the misfortunes that rained on the engine room department in what seemed to be an ever-increasing force. We are proud to relate that due to the unremitting work of the engine room staff, these unfortunate defects did in no way impair our operational commitments.

Exercise "Capex" was concluded by a 10-day transit exercise en route to Durban and calling into Port Elizabeth where the submarine was open to visitors for the week-end. On arrival at Durban on October 15 we were provided with excellent accommodation in the local South African Army barracks, and given a well-deserved rest from operations and an opportunity for maintenance work to be carried out. No one on board can speak highly enough of the reception given to us by the people of Durban or, for that matter, anywhere we visited in South Africa. Also enjoyed by the ship's company was the well-deserved acclaim given by the South African press to our own Lieut. (E) J. Pratt, who is none other than the author of that humorous novel "We Joined the Navy," soon to be filmed.

SAFARI

Leaving Durban on October 26, we sailed for Mombasa, where our arrival on November 2 coincided with that of H.M.S. Telemachus, on her way home from Sydney. The high-light of our two-day visit was a coach trip, organised by both submarines, to a game reserve 150 miles inland. Those who were lucky enough to go on this "Safari" returned with more adventure stories of encounters with wild animals than a big game hunter could dream up in a six months' trip into the bush!

So, on to Karachi, where ships of

the Pakistan, United States, Iranian, Turkish and Royal Navies were assembling to participate in Exercise "Midlink." It was here that we said "goodbye" to Dr. Manik Talwani, an Indian geophysicist of Colombia University, U.S.A., who had joined us in Freetown. With a mass of highly complicated instruments installed in the magazine, Dr. Talwani's work entailed measuring the force of gravity at different points over the ocean bed to establish the types of rock underlying the oceans. To assist him with his work we did a series of deep dives at different points from Freetown to Karachi.

Our berth in Karachi was alongside H.M.S. Ceylon, who was also taking part in the exercises, prior to her return to U.K. We were thus able to take advantage of the welcome facilities which they placed at our disposal and enjoy some unavoidably neglected sport. Two "Banyans" were organised by the ship's company, and a boat load of gaily attired submariners invaded a popular sandy beach, arms full of beer cans and "wedges" to spend a day swimming, eating, drinking and skylarking in general. There are many photographs of both occasions on record as a lasting reminder of our camel rides and snake charming efforts.

Exercise "Midlink" completed, we departed Karachi on December 4 and plodded homeward via Aden, where we fortified our stock of "rabbits" and thus through the Suez Canal to Malta. Incidentally, for those who are out of touch, you may be surprised to note that Bobby, the "New Life Orchestra" and other notorious personalities of the "Gut" have been superseded by juke boxes. Sad days indeed, though hangovers are still as easy to attain as ever!

CHRISTMAS PRESENTS

Our spirits were revived, however, with as splendid a Christmas Day as one could expect at sea in a submarine. After a carol service in the fore ends, led by L./Sea. Smith, the baritone from Balham, the Captain, in the true tradition of the Royal Navy, exchanged places with A.B. Bingham, the youngest member of the crew, who carried out Christmas Day rounds, after "up spirits" and awarded the prize for the best decorated mess. A novel snow effect was produced by the after ends mess by smearing a torpedo with office paste, and sprinkling on "foo foo" powder. The combined efforts of the chef and coxswain produced an excellent Christmas fare. After dinner, the efforts of the Chief and P.O.'s mess at ditching gash and cleaning up provided great amusement to the remainder of the crew, as little gash went over the side and it was mostly the C. and P.O.'s who required cleaning up. And so with full stomachs and fingers crossed, we nursed the temperamental engines on the last few hundred miles of the journey to Portsmouth, where we arrived on December 29. Among the Christmas presents which awaited us at home were five new babies—for the lieutenant, navigating officer, radio supervisor, leading steward and one able seaman.

NEW NAVAL A.D.Cs.

THE following officers have been appointed Naval Aides-de-Camp to The Queen from January 7, in succession to the officers stated:

Capt. D. Campbell, R.N., in succession to Rear-Admiral W. W. H. Ash. Capt. C. P. Coke, D.S.O., R.N., in succession to Commodore D. G. Goodwin, C.B.E., D.S.C., R.N. Capt. N. W. Fisher, O.B.E., R.N., in succession to Capt. T. N. Masterman, O.B.E., R.N.

Capt. M. K. Cavenagh-Mainwaring, D.S.O., R.N., in succession to Commodore I. G. Robertson, D.S.O., D.S.C., R.N.

Capt. E. G. Irving, O.B.E., R.N., in succession to Capt. D. Sanderson, D.S.C., R.N.

Capt. P. M. B. Chavasse, D.S.C., R.N., in succession to Capt. C. R. L. Argles, R.N.

Capt. N. J. Wagstaff, R.N., in succession to Rear-Admiral A. A. F. Talbot, D.S.O.*

Capt. C. B. Brooke, R.N., in succession to Capt. The Earl of Roden, R.N.

Capt. A. B. Chibnall, R.N., in succession to Capt. A. R. Newman, O.B.E., R.N.

Capt. W. L. G. Porter, R.N., in succession to Capt. K. H. Smith, O.B.E., R.N.

In Memoriam

Ewart Swann, Mechanician 2nd Class, P/KX.164132, H.M.S. Narwhal. Died December 5, 1959.

Paul Bray, Junior Seaman 1st Class, J.982979, H.M.S. St. Vincent. Died December 20, 1959.

Leo Chin Kwang, Leading Steward, SN.1163, H.M.S. Terror. Died December 24, 1959.

Lieut. M. H. Atkins, Royal Navy, H.M.S. Heron. Died December 30, 1959.

Charles Allan Lince, Able Seaman, P/J.926399, H.M.S. Excellent. Died January 1, 1960.

Midshipman P. H. S. James, Royal Navy Reserve, H.M.S. Totem. Died January 3, 1960.

Cecil Ernest Jelley, B.E.M., Recruiting Officer, ex-C/M.39618, R.N. Recruiting Office, Brighton. Died January 5, 1960.

Maurice Colin Gardner, Ordnance Artificer 3rd Class, P/SM.945834, H.M.S. Victorious. Died January 6, 1960.

David John Marshall, Able Seaman, P/J.930912, H.M.S. Jutland. Died January 8, 1960.

Albert Stanley Nicholas, Able Seaman, D/JX.192112, H.M.S. Daedalus. Died January 8, 1960.

Frank Roddis Hutchin, Leading Electrical Mechanic, P/MX.759060, H.M.S. Pembroke. Died January 9, 1960.

Brian Norman Hodge, Able Seaman, C/SSX.889791, H.M.S. Pembroke. Died January 18, 1960.

Midshipman A. L. Varney, Royal Navy, H.M.S. Heron. Died January 19, 1960.

Percy William Riding, C.P.O., C/JX.747177, H.M.S. Pembroke. Died January 19, 1960.

Lieut. A. W. G. Kemsley, Royal Navy, H.M.S. Heron. Died January 20, 1960.

Lieut. J. E. S. Munday, Royal Navy, H.M.S. Heron. Died January 20, 1960.

Leslie Victor Meadows Spencer, Sick Berth C.P.O., C/MX.51181, R.N. Hospital, Malta. Died January 20, 1960.

Douglas Stanley Henderson, Chief Shipwright Artificer, P/MX.79319, H.M.S. Excellent. Died January 21, 1960.

Sur.-Cdr. R. S. P. Hawkins, Royal Navy, H.M.S. Vanguard. Died January 23, 1960.

John William MacCullum, Able Seaman, P/JX.901620, H.M.S. Jutland. Died January 23, 1960.

Sharks observe 'gentlemen's agreement' LEOPARD IN INDIAN OCEAN

AFTER her arrival on August 21, H.M.S. Leopard (Cdr. R. G. Gaunt, D.S.C., R.N.) spent seven weeks at the Cape, partly in self-maintenance at Simonstown and partly exercising with the South African and Portuguese Navies. The ship's company soon made themselves at home in the pleasant surroundings of the Cape Peninsula, and after the long voyage from England full advantage was taken of the blessings of the land.

On October 8 Leopard set out on a new cruise. After a week-end at East London, the ship arrived at Durban on October 15, where she was lucky enough to spend 12 days. Though the weather was disappointing, in all other respects Durban amply lived up to its reputation as one of the sailor's favourite "runs ashore." Perhaps the luckiest ratings were the small party flown up to spend a fascinating week-end in the Hluhluwe Game Reserve. At any rate, when the ship sailed on October 28, flying the flag of the Commander-in-Chief (Vice-Admiral Sir Dymock Watson, K.C.B., C.B.E.), it would have been hard to find a man who didn't hope a second visit to Durban might come Leopard's way before returning to the United Kingdom.

After a brief call at Diego Suarez to fuel, Leopard arrived at Mahe, the capital of the Seychelles group of islands, on November 5. This beautiful island, with its extraordinarily mixed population, is something of a tropical paradise where the usual pests like snakes and scorpions are virtually unknown—even sharks seem to observe a gentlemen's agreement not to molest the popular beaches. The inhabitants spared no effort to entertain the ship's company, and besides dances and cricket and football matches, the bathing and water-skiing from the superb beaches were much enjoyed.

One party spent a day on an unusual banyan at near-by Frigate Island, where they blew a hole in the reef to allow safe entry for the island schooners.

On November 9 the Governor of the Seychelles embarked in Leopard and the ship set out on a fortnight's cruise to enable His Excellency to visit some of the many widely scattered islands in his domain. These islands, many of them so isolated that they had not been visited by a warship for 10 years, had nothing in the way of a normal run ashore to offer, but most ratings managed from time to time to enjoy the bathing from their palm-fringed beaches. In addition, parties were landed on most days to study the wildlife, including such curiosities as the giant tortoise, and to survey the beaches and lagoons, the charts of this area being sadly out of date. Meanwhile those left on board managed to catch a surprising quantity and variety of fish.

It was thus a sunburnt ship's company which returned to Mahe on November 22 after a final visit that morning to Praslin Island, where a party was landed to visit the Vallée de Mai, the only place in the world where the coco de mer, a double coconut of curious shape, grows naturally. So impressed by this fruit was General Gordon, when he visited Praslin in the 19th century, that he thought the Vallée de Mai must be the site of the Garden of Eden.

Two days were spent among the comparative sophistication of Mahe, and then Leopard sailed south for Mauritius, whose steep mountains with their strangely jagged peaks rising from the canefields were a striking contrast to the low atolls just visited. A trip taking the Governor of Mauritius to the outlying island of Rodrigues was cut short by bad weather; but on return to Port Louis we managed to take advantage of the various expeditions ashore, ranging from scrambling up the mountains to walking round a cigarette factory.

On December 6 Leopard left Mauritius and arrived back in Simonstown five days later.

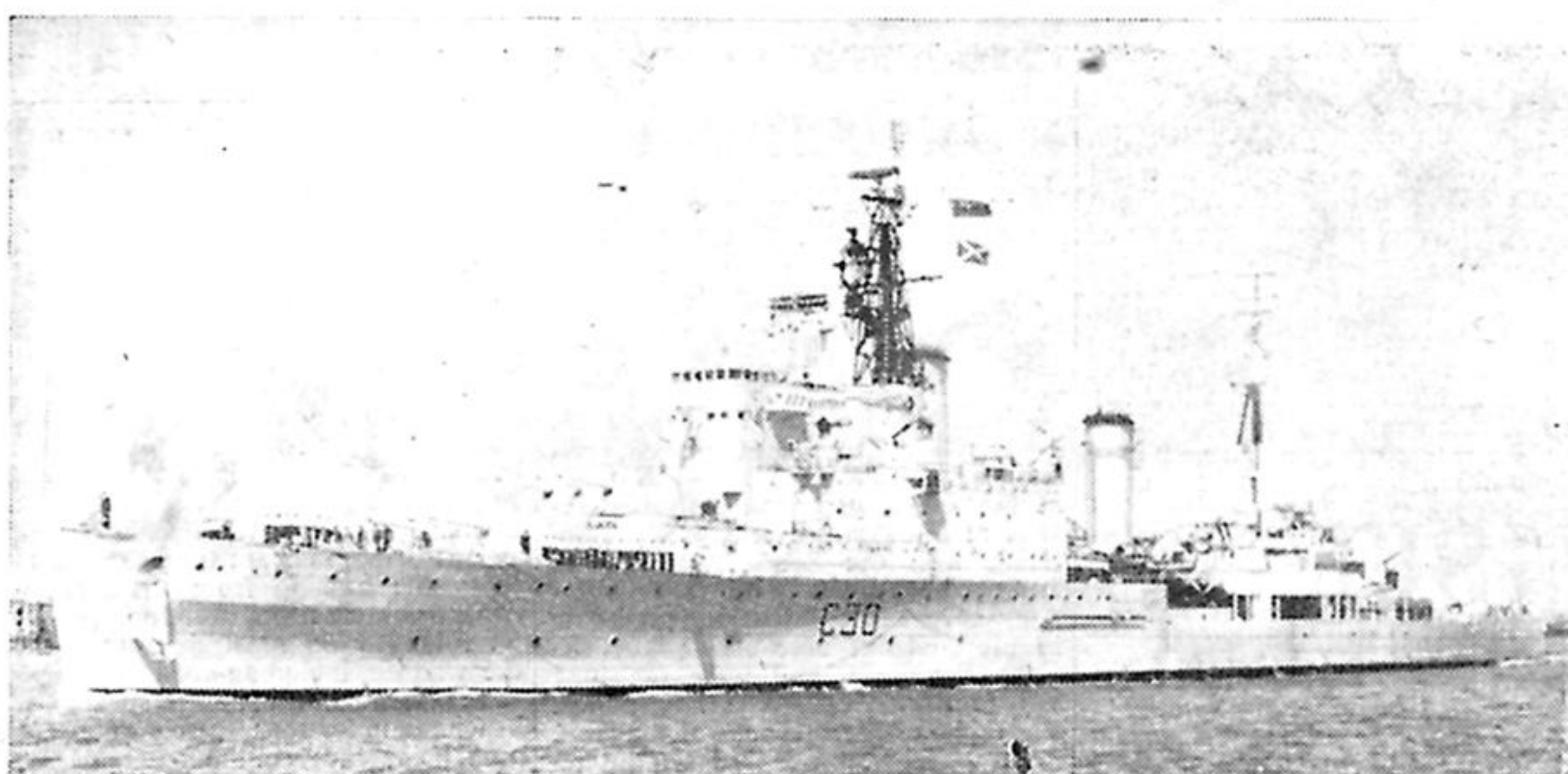
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H.M.S. Ceylon when she left Portsmouth for her last commission in July, 1958

Ceylon's last commission with the Royal Navy

SEVENTY THOUSAND MILES IN SEVENTEEN MONTHS

Indonesia visited for first time for many years

(By Our Special Correspondent)

As reported briefly in the January issue of NAVY NEWS, H.M.S. Ceylon has been sold to the Peruvian Navy and the following article relates the story of the latter part of her last commission with the Royal Navy.

H.M.S. Ceylon was last reported in Trincomalee at the end of August. Now she is home in Portsmouth, being prepared for service in Peruvian waters. Between August and her homecoming many places were visited, Djakarta in Indonesia being one of the new ones. H.M.S. Alert and H.M.S. Ceylon (wearing the Flag of C-in-C. Far East Station) were the first Royal Navy ships to visit Indonesia for some years, and the reception given by the Indonesians was warm and friendly. Naturally there was much official calling but there was also entertainment for the Ship's Companies during the short two day visit, as well as a very popular performance

by the C-in-C's band in the football stadium.

Another new port of call for H.M.S. Ceylon was Subic Bay in the Philippine Islands. This is a self contained American Naval Base. It is as self contained that it has a town of its own called Olongapo inside the base, where night clubs abound and to which the Ship's Company quickly made tracks. The weather here was not at its best, for a day. This was followed by another one forming a short distance from for a day. This was followed by another one forming a short distance from the base and making the weather immediately after leaving unpleasant. After joining up with Centaur (Flag

Officer Aircraft Carriers embarked) a last visit was paid to Hong Kong where a week passed very quickly. As usual Jenny smartened up our Ship's side and gave us a firecracker send off. Our paying off pendant was flown for the first time here. F.O.2 (Rear-Admiral Begg) left us in Hong Kong, transferring his flag to H.M.S. Centaur.

Having left Hong Kong we really seemed on the way home but there was still two whole months to go and an exercise in which to participate. This exercise was to take place at Karachi—a CENTO exercise called "Midlink" with ships of the Pakistan, Turkish, Iranian, American and Royal Navies. On the way to Karachi, Singapore, Penang and an island called Pulau Lankawi were our stops.

At the latter place we had an appendicitis case on board and had to dash back to Penang to land the unfortunate patient, who soon recovered and rejoined us later at Aden. This meant leaving a few men still ashore on the small island, they must have had a shock when they found the ship gone! However they were recovered later in the day.

Seventeen days were spent in Karachi during which we went to sea for a few days each week for exercises. The last departure saw us on our way to Aden where we stopped for one day for fuel and Christmas shopping. The passage up the Red Sea following this gave us our last views of the sun and our last few days of wearing white rig.

We passed through the canal on December 8 and arrived in Portsmouth on December 18 having fuelled off Malta and stopped at Gibraltar for a few hours.

So ended the last commission of H.M.S. Ceylon.

During seventeen months abroad she steamed 70,000 miles. Looking back through the earlier reports printed in NAVY NEWS it would seem that we have worked hard this commission taking part in three major exercises and several minor ones. We have escorted the Duke of Edinburgh into Singapore and paraded a guard for him in Hong Kong. We have carried soldiers about the Persian Gulf area after the end of the Jordan crisis and have had King Hussein on board. We have been to Korea and Japan, Vietnam and Indonesia, India and Pakistan. We have also played hard and the sports results show that we have had a good measure of success, including a victory in the regatta at Cochin.

The Ship's Company, for many of whom it was the first foreign commission, have visited many countries and places and mixed with many nationalities. No doubt Hong Kong and Yokohama will be remembered as the high-lights. We have not been able to go to all the places that we would have liked particularly Australia, however, those who have not been to the East before cannot really complain about lack of scenery and sunshine. Everywhere to them was new, and everywhere has produced crops of photographs and rabbits.

The ship was laid down in 1940 at Alexander Stevens Yard at Govan, and was launched in 1942 by Lady Dorothy Macmillan, the present Prime Minister's wife, who was also present at our commissioning service. First commissioned in 1943, Ceylon has spent virtually all her service East of Suez. During the 1939-1945 War, her service was with the Pacific Fleet and she served there again during the Korean War, landing the first British troops at Pusan in 1950.

D. A. B.

The inshore flotilla and its traditional role

THE origin of the name "Inshore Flotilla" is shrouded in the mists of Naval History, but was certainly employed in the Nelson era during the struggles at sea with the French. The Inshore Flotilla consisted of frigates and larger ships of the line that kept a close eye on the French and Spanish ships inside their harbours. Signal repeating ships maintained touch with the British line of battleships. The latter were thus able to stand off out of sight of the coast and at the same time achieve the object of the blockade. The name of "Inshore Flotilla" did not appear again until 1941 when it was used to describe the escort of the Alexandria to Tobruk Ferry.

The Korean War showed how inadequate the Algerine and Mickey Mouse minesweepers were for sweeping very sensitive magnetic mines and the programme for the building of a large number of wooden and aluminium sweepers was initiated.

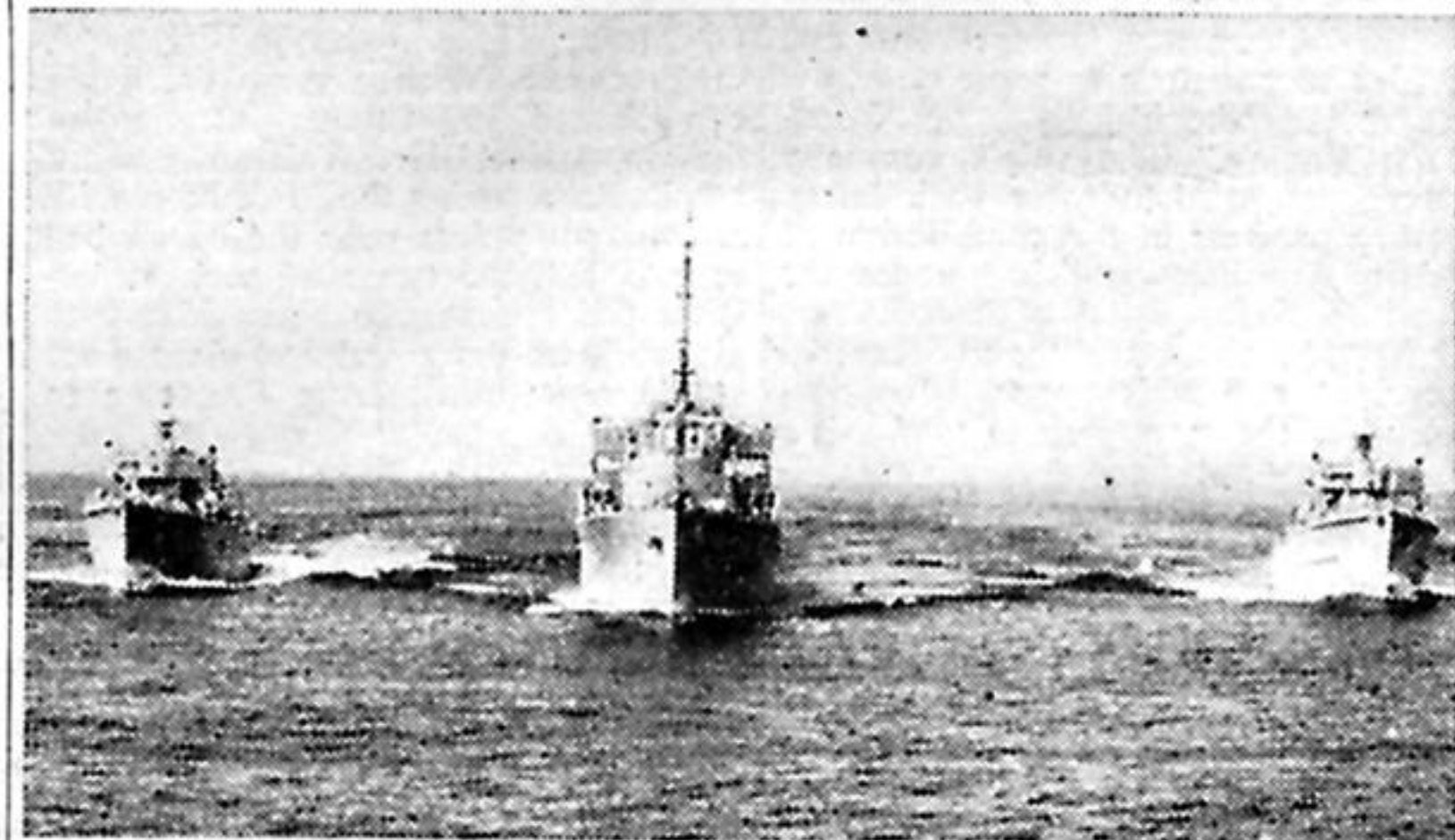
In 1952 the Inshore Flotilla was built up at Harwich. It consisted of ships of the Algerine class, and the new Coastal and Inshore Minesweepers, together with units of minehunters and clearance divers. In the late summer of 1956 the Inshore Flotilla was deployed to the Mediterranean at the time of the Suez crisis and the ships were fully occupied on Mine countermeasure operations in addition to patrol and escort duties.

The 108th Minesweeping squadron had for the previous 18 months been based on Malta, carrying out mine-sweeping exercise and operating anti-gun-running patrols off the Cyprus coast. On the completion of the Suez operation the 105th M.S.S. returned to Reserve in the U.K. and the 104th and 108th squadrons became known as the Inshore Flotilla with Woodbridge Haven as their support ship. For the next 18 months extensive patrols were carried out in Cyprus, and in addition

many Mine Countermeasure exercises took place, both national and international, in Malta waters and throughout the Mediterranean. These exercises achieved considerable success in fostering the N.A.T.O. spirit among the United Kingdom, United States, Italian, Greek, French and Turkish minesweeping fraternities.

On October 21, as stated in the November issue of NAVY NEWS, the Inshore Flotilla moved to Singapore. H.M. Ships Houghton, Dartington, Fiskerton, Chawton, Puncteston and Wilkinston sailed in company with Woodbridge Haven and arrived at Singapore on November 30 having visited Aden, Bombay and Colombo en route. Woolaston and Maryton, undergoing refit at the time of the move, followed two weeks later to bring the "Blackfoot" Squadron up to full strength.

Today the Inshore Flotilla is based on Singapore and in the Far East its duties will be minesweeping patrols and flag showing in the forward areas. Once more it will be fulfilling its traditional role of inshore Naval operations far away from the Fleet's main base.



H.M.S. Woodbridge Haven and two coastal minsweepers in the Mediterranean

NAVY LEAGUE CALLS FOR MORE SHIPS

THE Navy League considers that Britain should double the strength of the Royal Navy.

At a meeting on January 18 Admiral Sir Geoffrey Layton said that the strength of the Royal Navy was inadequate for British responsibilities, adding that if the present defence plan is carried out the situation will be even worse in two years' time.

Vice-Admiral Sir Edward Evans-Lombe said that the requirements were: (1) a steady building programme of eight frigates and three or four conventional submarines a year, (2) a sister ship for the commando carrier Bulwark, (3) replacement of the existing amphibious vessels, (4) a new nuclear submarine to be laid down without waiting for the Dreadnought to complete her trials, and (5) four further guided missile destroyers to follow the County class.

NEW FULL DRESS



On Thursday, January 7, Vice-Admiral R. H. Wright, C.B., D.S.C., the Flag Officer Scotland, visited the Royal Naval Air Station, Abbotsinch. It was the first time that many at Abbotsinch had seen the new post-war full dress uniform.

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NEPTUNE'S SCRAPBOOK



Rear-Admiral R. T. Sanders, C.B., has been promoted to Vice-Admiral to date January 29. The following retirements were announced to take effect from the same date: Vice-Admiral Sir John G. T. Inglis, K.B.E., C.B., and Rear-Admiral G. C. de Jersey, C.B.

Rear-Admiral F. R. Twiss, D.S.C., has been appointed Naval Secretary to the First Lord of the Admiralty in succession to Rear-Admiral J. G. Hamilton, C.B.E., the appointment to take effect in April, 1960.

Rear-Admiral R. A. Ewing, C.B., D.S.C., has been appointed Admiral Commanding Reserves and Inspector of Recruiting in succession to Vice-Admiral W. K. Edden, K.B.E., C.B., to take effect in April. Since June, 1958, Admiral Ewing has been Flag Officer, Flotillas (Mediterranean).

Admiral of the Fleet Sir Arthur Power, who commanded the Ark Royal during the last war and was Commander-in-Chief, Portsmouth, from 1950 to 1952, died in R.N. Hospital Haslar, on January 28, aged 70.

Messrs. Vickers-Armstrongs Ltd. announce that the Canadian Pacific's newest and largest White Empress liner, which is being built at the Naval Yard, Walker, Newcastle upon Tyne will be launched on May 10 by Mrs. John G. Fiefenbaker, wife of Canada's Prime Minister, and the ship will be named Empress of Canada.

The new ship is 650 feet long, with breadth of 86.6 feet and will carry 1,060 passengers at a service speed of 20 knots.

Cdr. C. L. A. Woollard, R.N., F.R.G.S., the author of "With the Harwich Naval Forces, 1914-1918" and "The Exploits of H.M.S. Undaunted," is now compiling the history of the eight other vessels who have borne the name "Undaunted." He would welcome narratives and the loan of photographs, log books, etc., from officers and ratings who have served in any Undaunted prior to 1914 or after 1940. Manuscripts should be sent to him at "Even Keel," Lilliput, Poole, Dorset.

Rear-Admiral K. R. Buckley has been appointed President of the Naval Aircraft and Marine Examination Board. He will continue as Chief Naval Electrical Officer of the Navy.

Captain J. C. L. Anderson, V.R.D. and Clasp, B.A., LL.B., R.N.R., has been appointed a Royal Naval Reserve Aide-de-Camp to the Queen, to date December 31, 1959, in succession to Captain W. D. Thorburn, V.R.D. and Clasp, R.N.R.

Cdr. M. Petrie, R.N., with Lieut. R. D. McCulloch, R.N., made the 1,500-mile journey from R.N. Air Station, Hal Far, Malta, to R.N. Air Station, Yeovilton, in a Sea Vixen aircraft in two hours 12 minutes.

Cdr. P. A. Titheridge, R.N.R., has been awarded the Volunteer Reserve Decoration. Cdr. Titheridge has been in command of the Headquarters Unit (R.N.R.), Portsmouth, since it was created nearly two years ago.

H.M.S. Puma sailed from Portsmouth on January 25 to begin a commission, expected to last one year, on the South African Station.

H.M.S. Armada left Portsmouth for duty in northern waters on January 18.

H.M.S. Sultan gave a children's party on January 16 and, in addition to about 120 children of men serving in the establishment, 30 children from the National Children's Home, Alverstoke, were guests.

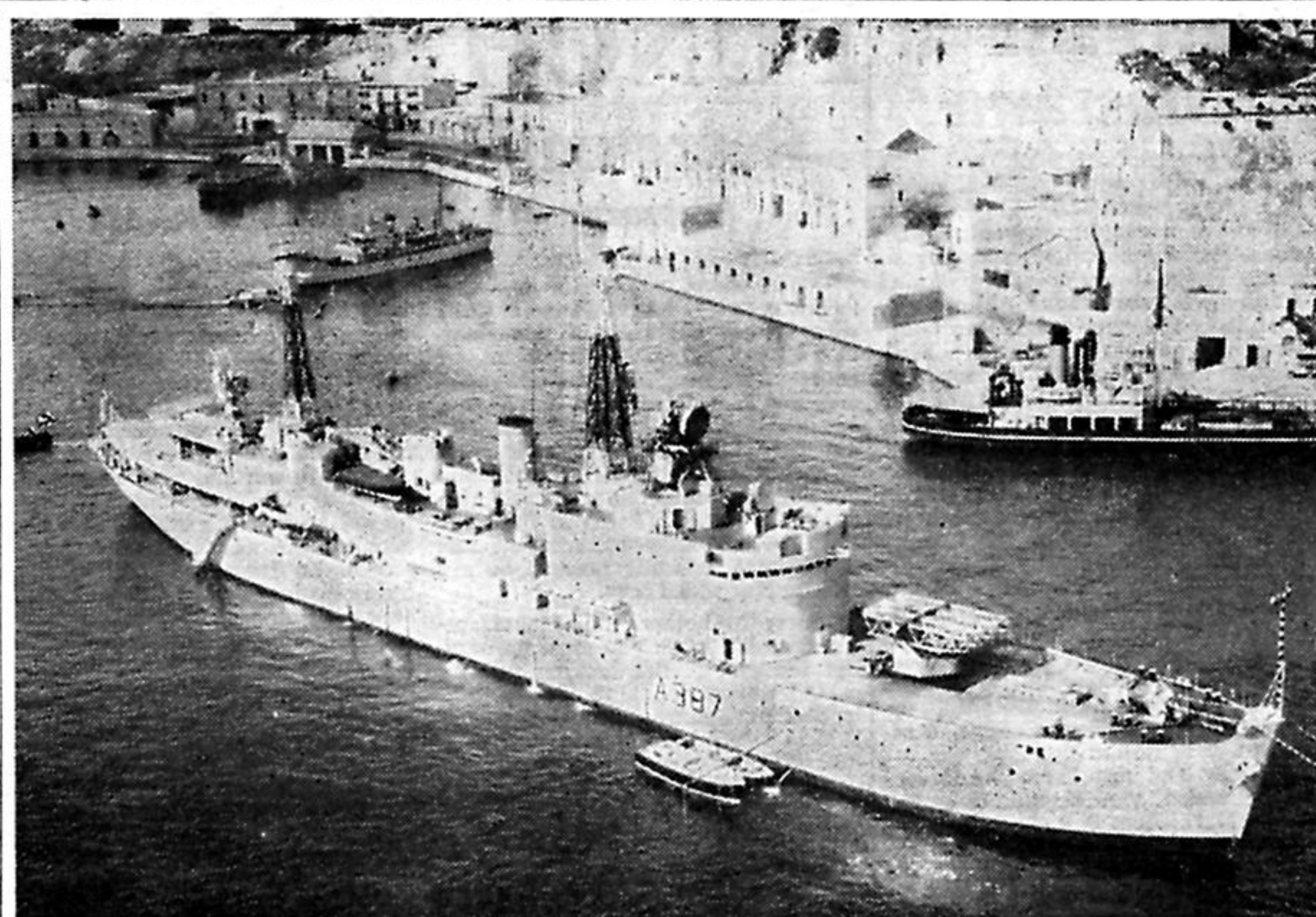
H.M.S. Diligence, which looks after coastal and inshore minesweepers at Hythe, will be turned over to civilian contractors from April 1.

Mr. Nevil Shute, the author and a war-time R.N.V.R. officer, died in Melbourne on January 12.

The 11,000-ton Norwegian tanker Gorm and the American cargo ship Santa Alicia, 6,000 tons, were locked together for about six hours when they collided in Spithead on January 25.

The Portsmouth branch of King George's Fund for Sailors raised about £250 for the Fund when it organized a Ball which took place at Portsmouth on January 14.

The yacht Bluebottle, presented to the Queen and the Duke of Edinburgh as a wedding present by the Island Sailing Club, of Cowes, and which won an Olympic bronze medal for Britain in 1956, will not be entered for the next Olympic sailings.



H.M.S. Girdle Ness in Grand Harbour, Malta

Guided missile trials ship in the Mediterranean

(By our Special Correspondent)

IT is well over six months since H.M.S. Girdle Ness left Plymouth for a Local Foreign Service Commission based on Malta and it is high time that her activities were reported in "Navy News."

Let's go back to April 28 last year, the day of the ship's commissioning under the command of Capt. A. M. Lewis, Royal Navy. From that date until mid-June we were all immersed in the business of working up, settling down and familiarising ourselves with the intricacies of this Guided Missile Trials ship.

Girdle Ness, built by the Burrard Dry Dock Co. Ltd., of North Vancouver, B.C., was launched in 1944. She was originally a Landing Craft Maintenance ship and was converted for her present duties at Devonport Dockyard between 1953-56.

Our departure from Plymouth saw the ship's company fallen in for leaving harbour amidst brand-new 1959 cars (uncovered for the occasion, of course). The explanation was that many had taken advantage of the reduction in prices of new cars if being exported to another country. No purchase tax to pay.

An uneventful trip to Gibraltar, where we remained for six days to paint ship; even "boffins" have to buckle down to it sometimes. Thence on to Malta, where we arrived on June 30.

On arrival there was a rush of married men flocking ashore to find accommodation for their wives and families. Hard tales were told of the sudden increase in the price of flats and the lack of suitable premises for habitation. Not, I am sorry to say, without foundation. A wait of some 12 months or more is the general case where married quarters are concerned, though there are signs of improvement.

The first families started to arrive on July 2 and from then on it was all ears to the broadcast and notice boards for any news of the future family passages. A steady stream was arriving every week and at the time of writing nearly all families (approximately 200) are united and settling down to quite a different mode of life to that back home.

During this time the ship had not been idle. The job of Girdle Ness is to test and carry out trials of the navy's guided missile, the Seaslug, in preparation for use on the future guided missile ships of the Royal Navy.

However, it's not all work and no play. Towards the end of September, we had our first cruise, which took us to Naples, Istanbul and the Greek island of Milos. To say the least, Naples provided an enjoyable time, with organised sightseeing trips to such places as Capri and Pompeii, and a number of the ship's company spent a day in Rome and had an audience

with the Pope. Istanbul left another favourable impression on our minds. Here, visits to the famous mosques and ancient bazaars were in most favour. Turkish towelling ranked high among the most popular gifts being

purchased. At Milos, groups of search parties endeavoured to find the real Venus de Milo, but no successful attempts were reported.

Several more firings took place in the month of October and a combined operational exercise with Victorious was the high-light of November.

December found us having our periodic maintenance at Malta and there were the usual Christmas festivities. Ship's company dances, children's parties and so on made the season a hectic but very enjoyable one.—M. M.

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Cavendish at Massawa

A 21 gun national salute and a 21 gun Royal salute to the Emperor of Ethiopia was fired by the destroyer Cavendish when she arrived at Massawa for a graduation ceremony at the Imperial Ethiopian Naval Academy there on January 21.

H.M.S. Cavendish afterwards entered the harbour to occupy a berth looking directly on to the town of Massawa and within sight of the Emperor's summer Palace, where his Royal Standard is flying.

The timing of the arrival ceremony was controlled by two ratings of the Cavendish who sounded the necessary calls on silver bugles that once belonged to the old cruiser Devonshire.

A formal call was made by the Commanding Officer of the Cavendish, Capt. A. R. E. Evans, R.N., on Crown Prince Desta, Deputy Commander-in-Chief of the Ethiopian Navy, who received his training in Britain at the Britannia Royal Naval College, Dartmouth.

Officers and men from the Cavendish attended the graduation ceremony at the Naval Academy.

SPRING CRUISE FOR CADETS

THREE frigates of the Dartmouth Training Squadron left Plymouth on February 1 with 160 cadets and midshipmen from the Britannia Royal Naval College, Dartmouth, and young Royal Marine officers for their spring cruise to the West Indies. This will be the first time the Dartmouth Training Squadron has visited the West Indies.

The three ships are the frigates Venus, Urchin and Vigilant. They will return to Dartmouth on April 7. The squadron will stay three days at Gibraltar on the way to the Cape Verde Islands and will reach Bridgetown (Barbados) on February 21.

PUNCH LOOKS

Representing the ultimate

(Reproduced by permission of Punch)

"GOOD evening, Chief!" The wisest plan on this cruiser—in this cruiser—is to call anyone Chief who is not flagrantly a lieutenant-commander, as most of them are. Of course, there must be scores of lieutenants—26 in fact are listed, including a Lieutenant (SD) (G) (G) and a Lieutenant (SD) (G) (g) which gives an idea of the lengths to which specialisation has gone—but one does not see them about so much. Perhaps they are working. Lieutenant-commanders and chiefs have naturally reached an age and rank at which they. . . .

"Sorry to bother you, Lieutenant-Commander, when you must be busy, but the fact is I'm looking for my cabin, which ought to be up two ladders and along, whereas the only ladders I can find go down and then out. There was a wicker wastepaper basket outside it and a notice saying 'Electrical Space'. . . . Oh, I see. Thank you."

There is no need to be ashamed of a momentary loss of one's sense of direction in this ship. Her hull was laid down at the end of the last war, and for over 13 years experts of one kind or another (gunnery, radar, electrical, radio, engineering, anti-atomic, cooking, laundering, sixpence-in-the-slot and just plain designers of lumps of metal) have been thinking up things to put in her. The result is she is now full. Indeed, she is brimming. When they had filled her up to main-deck level there was still such a pile of stuff to be got in that Messrs. John Brown had to build on a whole series

*To give an idea of the lengths to which specialisation has not gone, the duties of Lieut. (SD) (G) (G) include Fire Control, Photography and Recognition. He is also OQ (IP) Divisional Officer and Wardroom Mineral Caterer.

of extra decks, towers, blockhouses, outhouses and other obstructions, with the result that there is no place on board where one can stand off and see the ship as a whole. It is useless to pop out into the open air with the idea of getting port and starboard sorted out, as one can do on an aircraft carrier, for instance, because as likely as not you will find yourself in a kind of metal cul-de-sac and nowhere to go but up a ladder leading to a small decklet from which the only exit is a narrow doorway—and there you are inside again, with 350 electric cables swarming along just overhead and a fat, jolly-looking man entirely filling the remaining. . . .

"Good morning, Chief! I suppose you haven't seen Commander (S), who is in charge of records and pay, writes 50 letters a day, serves 2,000 cooked meals, keeps 300 different kinds of clothing in store plus 200,000 items of equipment and spares, each one of which must be readily available?"

Among the many kindnesses shown to her visitors by H.M.S. Tiger was the provision of a brochure on the equipment and running of the ship, quotations from which may from time to time slip into this account. One thing the brochure makes clear is that Commander (S) is far too busy a man to have found time to write it himself.

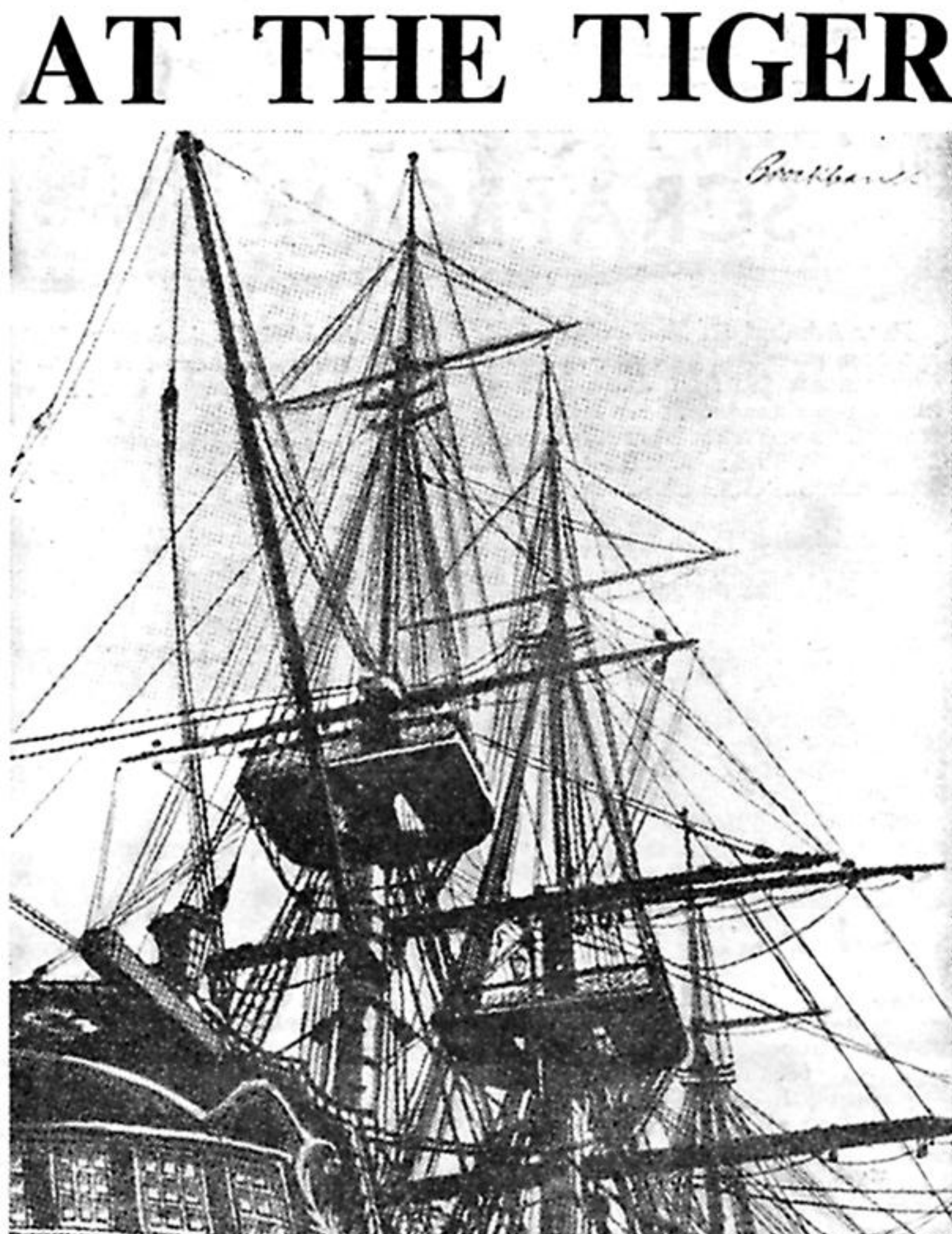
LAST OF THE GUN SHIPS

H.M.S. Tiger, together with her sister ships Lion and Blake, now building, is likely, they say, to be the last of the gun-ships. Guided missiles are now the thing. If so, the two twin six-inch and three twin three-inch turrets represent the last of the long line of naval cannon that reaches back (effectively) to Henry VIII and the Great Harry—or, if you prefer it, to the same king's Tiger, first recorded ship of that name, built at Deptford in 1546—they are not unworthy of the honour. Gunners of the last war who humped three-inch A.A. ammunition about will remember that a round of that calibre is not exactly a feather-weight. The Tiger's three-inch guns hurl these trifles out at a rate of 120 rounds a minute, which (apart from the really beautiful fully automatic load-ram-fire-eject system) represents quite a problem of continuous supply when it is remembered that somewhere along the line the hustling rounds must be transferred from static racks into a turret traversing at the high speeds necessary to cope with modern aircraft. Even more impressive are the six-inch guns, also dual-purpose, which combine an astonishingly high rate of fire with a whiplash altogether out of place in such massive affairs. Normally, each of the five gun turrets has its own separate fire-control system, trains and engages by automatic radar control, and is actually fired by a man sitting far off in what looks like the inside of a 240-inch television set, with a bank of buttons, switches and red and green bulbs in front of him. "H.M.S. Tiger," says the brochure, with some reason, "represents the ultimate in conventional gun-armed cruisers."

Her aerial array is as fine a collection of dustbin lids, bedstead knobs and parallel bars as you could wish to see, and makes an interesting comparison with the top-hammer of the Victory, clearly visible from Pitch House Jetty where the Tiger is (or was) lying. It seems to have been the fate of warships for centuries to carry lofty accumulations of vital equipment simply asking to be shot away. But what is the poor naval designer to do? He can hardly expect the Captain to be satisfied with indoor aerials when even the housewives of Battersea regard them as falling short of operational requirements.

QUIVERING DIALS

And talking of design, one can't spend two minutes in the forward engine-room without reflecting what a moment that must be, at the drawing-board stage, when somebody says: "That's it! That's the way it ought to go." Standing amidst this orderly, remarkably clean, not unpleasantly warm confusion, one can see that the turbines had to go here and here, and that in consequence the generators (if that is what they are) must be there and there, while banks of quivering dials would naturally be wanted there, there, there and there. This leaves the corners free for inexplicable pieces of machinery, hissing quietly to themselves, which perhaps heat the Cap-



Top hamper of Victory

tain's bath-water. But all those lagged pipes, as thick as beech-boles! Who made the final decision that this one, three foot across if it is an inch, should make a sudden turn to port on meeting another bigger than itself, swerve upwards to avoid a couple no thicker than anacondas, cling momentarily to the ceiling and then disappear with a convulsive writhe behind a rough copy of the Laocoön executed by Henry Moore? Suppose, instead, that these four here had been lashed together and taken straight along behind the one that . . . No, because in that case, the pipe that comes out of the . . . Or

you could shift the starboard turbines a couple of feet. . . .

Commander (E), a powerful and likeable personality in a spotless white silk shirt, came over and roared into our ears that if there was anything we wanted to know we had only to ask. "About these pipes," I shouted. "If you were to perm those six. . . ." But some minor hitch had arisen in the boiler-room, and he had to go.

The question whether H.M.S. Tiger would be any actual use in a nuclear war is not of any great importance. If the point is ever settled, who will be around to care?

H. F. ELLIS

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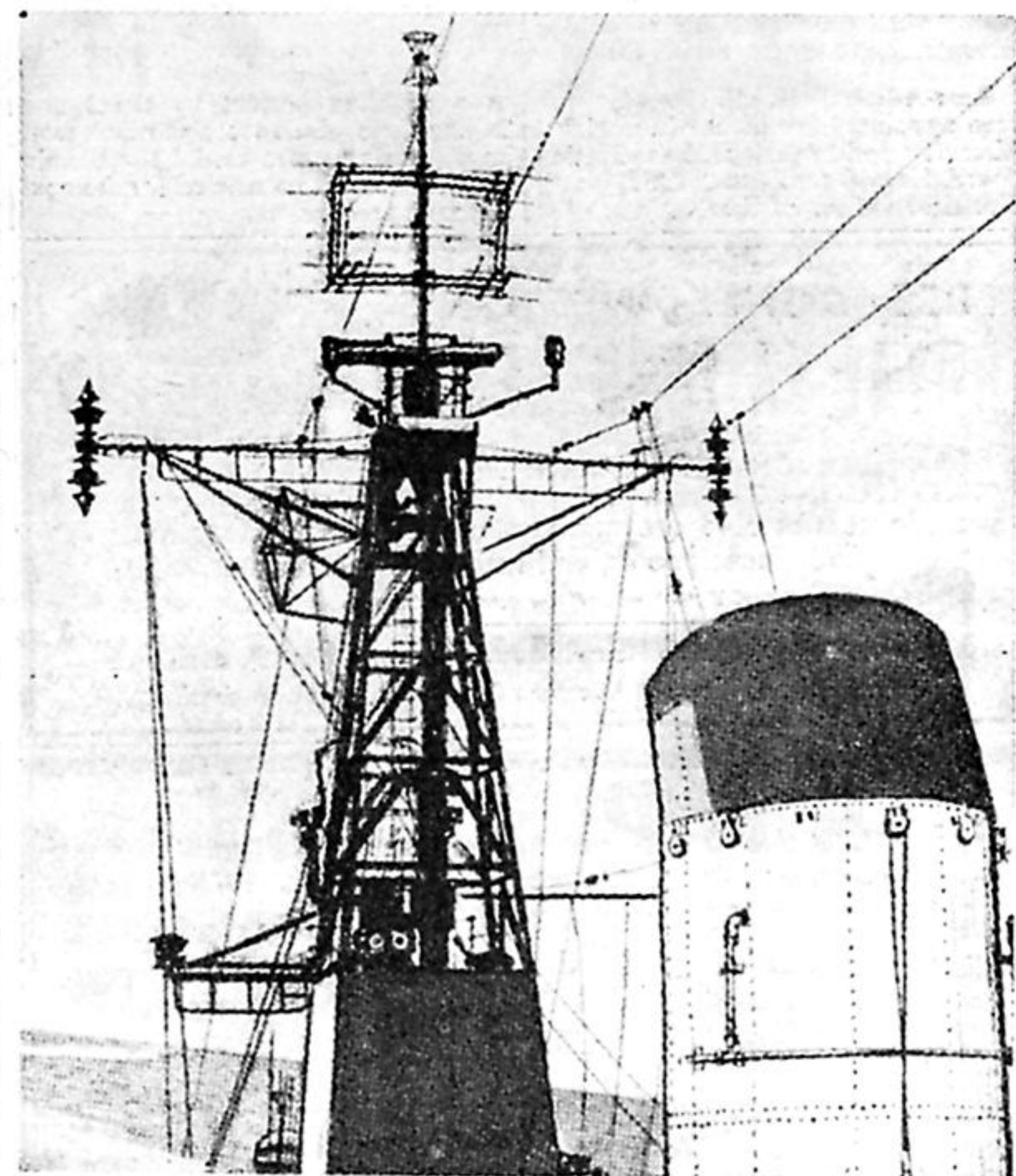
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Some of the aerial array of Tiger



H.M.S. Tiger, floodlit in Grand Harbour, Malta, on Christmas Eve

H.M.S. MOUNTS BAY EXPLORES THE SOLOMONS

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HOSPITABLE PROTECTORATE

BY OUR SPECIAL CORRESPONDENT

H.M.S. MOUNTS BAY sailed from Hong Kong on August 5, 1959, on the commencement of her cruise around Pacific Islands, and to Australia. Between this date and October 12, when she returned to Singapore, the ship visited Hollandia in New Guinea, Manus in the Admiralty Islands, Rabaul in New Britain, the Solomon and New Hebrides Islands, Noumea in New Caledonia, Sydney and Cairns in Australia, and Dili in Portuguese Timor. Her ship's company mixed with Dutch, French, Portuguese, Australians and Englishmen, besides the various native races encountered.

All these places were intensely interesting and wonderful fun to visit. In each place officers and men alike were royally entertained, as at Santo, our first call in the New Hebrides Islands. Here about a hundred of us, were treated to a barbecue at which two bullocks were slain, and five suckling pigs were cooked Tahitian style in the ground. Other foods and drink were unlimited. Entertainment was no less lavish in the British Solomon Islands. I have chosen to write more fully about this particular visit because here was the only entirely British Colony that we visited. Due to the war, its remoteness, and to its lack of riches, both agricultural and mineral, it was also the most undeveloped area visited. This is probably why it seemed to me to be the most interesting.

The ship arrived in Gizo, our first island in the group, on August 25. Entering this harbour one sees one of the finest sights imaginable. Apart from the waving coconut palms and the green beauty of the island, the azure blue channel is clearly marked by the light green coral reefs on either side. It was blowing quite hard outside the harbour, and the picture was enhanced by the rollers bursting on to the reefs, and perfected by the warship proudly lying at anchor. Shortly after this His Excellency the Acting High Commissioner of the Western Pacific came on board, to a rolling 17-gun salute, which brought even more of the Melanesian natives down to the shore to stare.

The following morning a large swimming party went ashore (with

The subsequent establishment of extensive American base camps, still further confused them, for they had never before seen or imagined such vast quantities of shipping and supplies, or such concentrations of men and vehicles. In consequence, after the war, a period of bewilderment set in, and the islanders have suffered considerable difficulty in readjusting themselves to the peace-time conditions of a remote island in the Pacific. This phase appeared to us to have passed, leaving behind it only a healthy desire for progress. Honiara itself is now served by roads built by the American forces, and a lot of the buildings themselves were obviously built during the war. It is not surprising therefore that at the end of the war with these recent developments in evidence that the capital was moved from Tulagi to Honiara. There are now only two sights other than the War Memorial to remind one of the Guadalcanal campaigns—one is a crashed aircraft, and the other is the wreck of the Yamazuki Maru, a Japanese freighter. (Ironically enough it is the Japanese scrap merchants who have cleaned up the beaches and islands of the Pacific.)

On this and on our subsequent visit to Honiara, we were asked to lunches and dinners, and a dance was given for us at the Guadalcanal club. Most of us were taken sightseeing in private cars. There was a bus tour, and the ship played soccer, cricket and rugby against European and native teams. Tennis and golf were also played, and some of the sailors privately arranged their own snooker and darts matches.

over small groups of people only for so long as they could impose their will upon them. Succession and rule were matters of challenge. Small wars between villages and groups were frequent, and head-hunting and cannibalism were accepted customs. Against this background, Auki government station, and the missions, have remained unburned and unconquered, and some confidence in the white man and some form of government have been achieved.

The skipper of the Government launch in which we passed down the lagoons did it all entirely on local knowledge. The reefs were overgrown with mangrove, and on many of them the Malaita salt-watermen had built their villages. These had been constructed on the actual reefs, which had been built up with boulders. The legend is that they took to the reefs to escape the fiercer bushmen. The launch stopped at one of these small villages and we all had a chance to walk around it. It was most interesting to witness the way of life of these salt-watermen. The men could be seen off-shore diving out of their canoes (dugouts) for fish and shells. They are reputed to be able to dive down to well over a hundred



finally left Honiara the following evening for her last two visits in the Solomon Islands.

UGI AND KIRA KIRA

By 0800 on September 1 we were anchored off the small island of Ugi, just to the north of San Cristobal island. The ship was only here for three hours, during which time it was open to visitors, nearly all of whom

Mission school girls at Tulagi delight the audience with their singing

went ashore to watch native dancing and to play soccer. Some of the sailors, led by native policemen, went pigeon shooting, and some to a jungle fresh-water pool for a swim.

Like all the islands in the Solomons San Cristobal had something of special interest. It is said that the last cannibals of the Solomons were from here, where there were professional murderers to provide a corpse for a feast, for a small fee. It had not occurred to the villagers that there was anything wrong in this, and they were just mildly surprised when missionaries objected to the custom. At the same time one missionary wrote that the islanders were very nice people, and that after all some vegetarians were very nice too—it was all a matter of taste.

The ship sailed from Kira Kira on the evening of September 1, and after skirting the northern coast of San Cristobal, set course for the new Hebrides Islands. Many of us, of course, wondered if we would ever visit the Solomons again, or ever come across any of the people we had met. All of us took away impressions and pleasant memories of a most hospitable protectorate, of all the people that live there, and of all that we saw and did.



Mission girls give a native dance at Tulagi to the bamboo band

feet, and genuinely believe themselves to be immune from sharks, which abound in the area. Some of these villagers claim that sharks are their friends, and that they can call their tame sharks to them. This has been demonstrated to white men in the past, and it is now thought that it is achieved, by sending a friend around the corner with two coconut shells which he bangs together under water. This apparently attracts sharks!

SHELL MONEY

The houses were made from timber and bamboo, and thatched with leaves from the ivory nut palm. The women were, of course, around the village, and some of them were engaged in making "shell money." This is their only currency, and is made out of discs cut from very hard sea shells, polished, pierced in the middle, and threaded on bush twine. The finished article is only about the size of a small button, and the scrapers, polishers and above all the drill are most primitive. One woman, however skilled, could not hope to make more than a few in one day. We were shown strings of up to about five hundred buttons, beautifully coloured, and these were only considered to be worth three or four pounds.

The ship anchored off Tulagi, in the Ngella Group of islands at midnight. The following morning the non-duty watch were early ashore to witness native dancing, and the playing of the famous bamboo band. The instruments are simply bamboos of varying thicknesses strung together to form a structure that looks rather like the organ pipes of a church. These are layed flat on the ground, and are beaten at their ends with the rubber slippers of the performers, emitting a resonant "Thump." Other single lengths of bamboo are banged on to the ground and produce the higher notes. This band together with the singing and dancing of the mission school girls was a wonderful effect, especially as it followed a tug-of-war competition between the natives and ourselves. During the afternoon the ship was open to visitors. The bamboo band played on the quarterdeck for those of the ship's company who had missed them in the morning, and just as the last boats were leaving and the ship was about to sail for Honiara, the mission girls sang, "Far across the sea" for us.

We sailed from Tulagi on the afternoon of August 30, and giving a lift to several Europeans, arrived at Honiara the same evening. This saved our passengers a very long trip in a not very large vessel. The ship



Mounts Bay men having to pull hard against their competitors at Tulagi

armed guards in case of sharks), while the ship's football team landed to play the natives. Out of the four matches played against the natives of the Solomon Islands the ship only won one. The Melanesians and the odd Tahitian enter into their game of football with tremendous vitality, and the spirit of the spectators, who continually whoop and cat-call is a pleasure to witness.

GUADALCANAL TODAY

The ship sailed at midday for Honiara, the capital of the Solomons, on Guadalcanal Island, arriving on the morning of August 27. His Excellency was embarked throughout our stay in the Solomon Islands except when the ship was alongside in Honiara. We went alongside the stub jetty, thus making history. We were the first warship ever to do so. (The jetty is only about 60 feet long.) Honiara is in the area of the American war-time bases, and it is because of the war that Honiara exists to such an extent. The Japanese invasion and the American campaign that followed had brought the savagery of war into the almost completely pacific lives of the Solomon Islanders.

BINA, AUKI AND TULAGI

At 0145 on August 29, the ship sailed from Honiara and, by 0800, had picked up the District Commissioner of Malaita, who had come out to us by boat from the Government station of Auki. The harbour at Auki was not considered large enough to hold H.M.S. Mounts Bay, and we were therefore to anchor at Bina, some miles down the coast. From here a party of about fifty travelled by Government launch to Auki, passing through the lagoons inside the continuous coral reef. The ship came around to Auki in the evening, passing, of course, outside the reefs, where the sightseers rejoined by boat.

The people of Malaita which was the island that we were now visiting, are not placid in their outlook. Before the coming of Europeans the island was a patchwork of small villages, each patch isolated from the other by forests, precipitous hills or fast-flowing rivers, mistrust of strangers, fear of ghosts and magic, and by the lack of any common language. Even now the speech of one area may not be understood by the people of another area only twenty miles away. Local chiefs ruled



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HIGH-SPEED RESCUE BY BELFAST

H. M.S. Belfast (Capt. J. V. Wilkin-son, G.M., D.S.C.) arrived on the Far East Station at the end of October, 1959, after a seven-year absence from that part of the world. Early the following month the ship reached Hong Kong to take part in the annual Fleet Pulling Regatta and managed to defeat the assembled opposition.

On passage to Hong Kong a distress signal was picked up from the Blue Funnel ship Memnon and a high-speed rescue at sea ensued. The ship's Principal Medical Officer operated on one of her crew, who was suffering from acute peritonitis, and although it was touch and go, the man was delivered ashore in Hong Kong and has since recovered.

After a docking at Singapore, the incentive to return to Hong Kong in time for Christmas was more than strong. In company with H.M. Australian ships Vendetta and Quickmatch and wearing the flag of Rear-Admiral V. C. Begg, C.B., D.S.O., D.S.C., Belfast arrived at Hong Kong on Christmas Eve after a fairly rough voyage but having kept at a respectable distance from Typhoon Gilda—a late and unwelcome visitor. The cool climate was particularly appreciated and a most pleasant week over Christmas and the New Year was enjoyed.

A strong liaison was built up with the 32nd Medium Regiment, Royal Artillery, at Kowloon and exchanges of ratings and soldiers took place at various social functions. On December 30 the ship spent a day at sea on the bombardment range, taking over 100 soldiers as passengers.

On New Year's Eve a large children's party for over 200 Chinese children (orphans, poor children and children of Chinese ratings on board) was given in the ship. All the fun of the fair was provided including teas, presents and musical entertainment by the "London Jazz Quartet," a band formed by the sailors themselves. This band had recently appeared on TV and ashore in Singapore and Hong Kong. A Chinese conjurer also performed.

New Year's Day was declared a public holiday in Hong Kong and that evening the ship gave a concert in

the China Fleet Club, which was attended by a number of Service men, including Americans, as well as by the ship's company. Belfast sailed for Sandakan in North Borneo the following day.

Civil Lord of Admiralty visits Scotland

MR C. I. Orr-Ewing, O.B.E., M.P., the Civil Lord of the Admiralty, visited R.N. Establishments in Scotland from January 24 to 27, studied progress being made with British nuclear machinery and saw at first hand developments in dockyards, air stations and training establishments.

During his visit he visited Rosyth Dockyard, H.M.S. Temeraire at Port Edgar, where Upper Yardmen are trained, the Admiralty Research Department at Scotstoun, the Admiralty Reactor Test Establishment at Dounreay, R.N. Air Station at Lossiemouth and the Perth Air Store Depot.

FATAL ACCIDENT IN VICTORIOUS

ORDNANCE Artificer Maurice Colin Gardner, of 7 Branshott Road, Southsea, was fatally injured in an accident in H.M.S. Victorious on January 6.

In recording a verdict of "accidental death" the Portsmouth City Coroner said that O.A. Gardner lost his life for what he thought he could safely do in the course of duty.

At the inquest it was stated that a bore telescope was being put down a gun barrel and after the order "stand clear of the mounting" had been given, the barrel of the gun was lowered to zero—paused momentarily—and then lowered a little more. It appeared that the Ordnance Artificer thought the gun had stopped when it paused at zero, and he had gone forward to see if anything had been left inside the gun, and was trapped.

CENTAUR LEAVING SYDNEY



H.M.S. Centaur with H.M. Ships Lagos and Llandaff in company leaving Sydney on December 29.

Large Commonwealth naval exercise in Bay of Bengal

FIFTY WARSHIPS FROM SEVEN NAVIES TAKE PART

JET 60, the annual Commonwealth maritime exercise period in the Far East, which is to take place this year in the Bay of Bengal and the approaches to Cochin, Karachi, Singapore and Trincomalee, is the largest of the series yet staged.

Participating will be some 50 warships with supporting vessels representing seven Commonwealth countries—Australia, Ceylon, India, Malaya, New Zealand, Pakistan and the United Kingdom. In addition, aircraft of the Indian Fleet Air Arm, Indian Air Force, Pakistan Air Force, the Royal Ceylon Air Force, the Royal Air Force and the Fleet Air Arm, will have reconnaissance, strike, anti-submarine and transport roles.

Last year New Zealand and Australia joined in the exercise for the first time and in 1960 Malaya has nominated the 209th Minesweeping Squadron for the first phase of the exercise bringing the total number of

Commonwealth Navies taking part to seven.

Planned in Singapore by a joint team consisting of Naval officers from India, Ceylon, Malaya and the United Kingdom, the purpose of the exercise, which is taking place for the tenth successive year, is to exercise the combined Commonwealth force in anti-submarine warfare, trade protection, minesweeping and carrier operations.

Jet 60 starts on February 1, and the first of the four phases will be a general work-up at the starting ports of Karachi, Cochin and Singapore. The second phase of the exercise will take place on passage from these ports to the rendezvous in the Bay of Bengal, where the last two phases will consist of tactical exercises followed by discussions in Trincomalee.

Instructors can acquire knowledge

THE Portsmouth branch of the R.N. and R.M. Gunnery Instructors' Association held its annual dinner on January 29, and the principal guest was the Commander-in-Chief, Portsmouth, Admiral Sir Manley Power.

The Commander-in-Chief said that there would be gradual changes in the structure of the Navy, but the Gunnery Instructor would not be affected by those changes except that he would be required to obtain more knowledge as time went on, but "from what I have seen and known of you as a body of men, I know how you can acquire that knowledge, and the way you have equipped yourselves with increasing knowledge of radar 'black boxes' and guided missiles is most astonishing."

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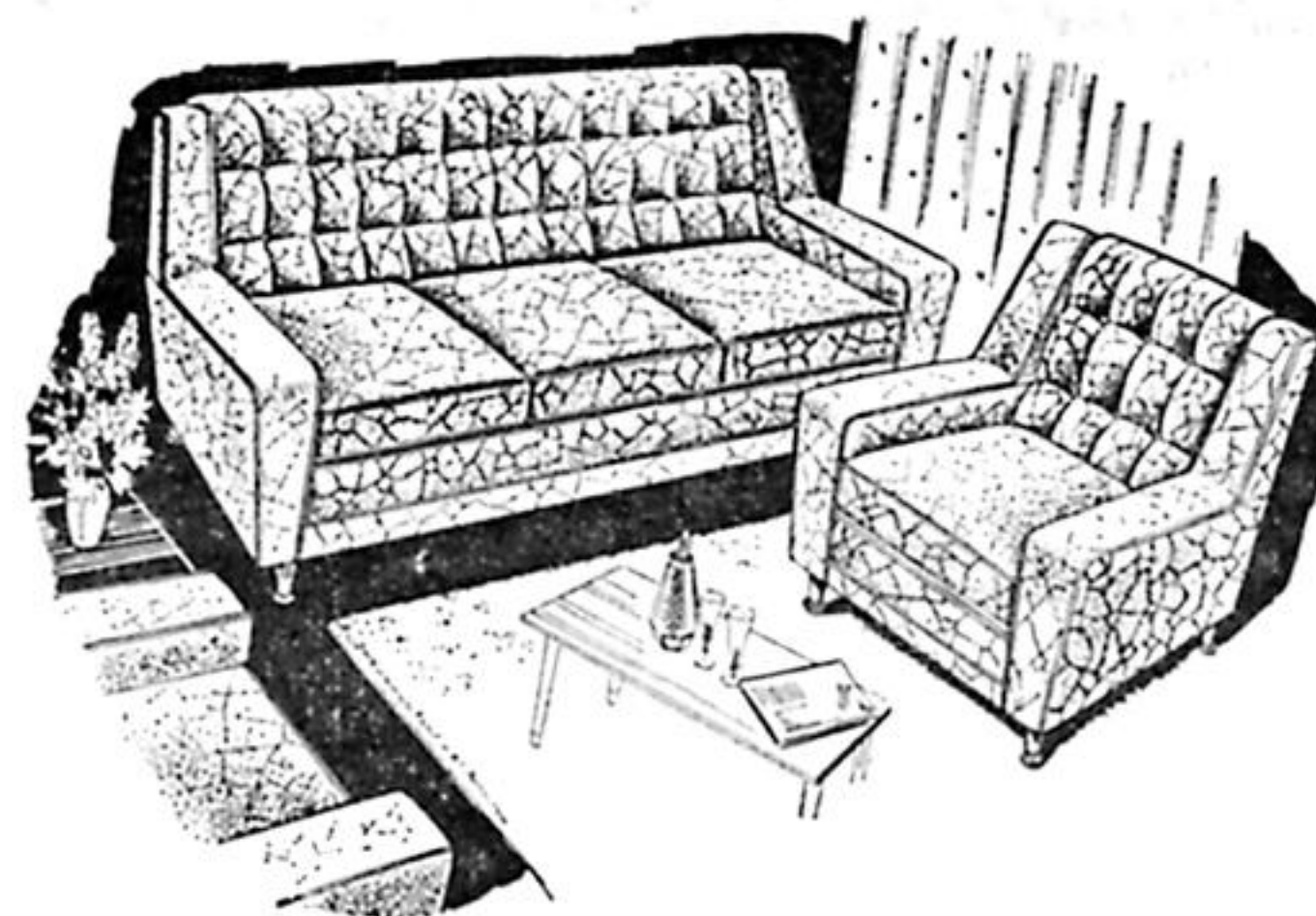
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CHANGES AT GIBRALTAR—A CASINO FOR THE ROCK

Fleet amenities improved

GIBRALTAR is not, of course, quite the place it was before the Second World War. But then that may be said of all naval bases in this era of smaller and smaller fleets, and fewer and fewer men. Gone are the days when the Home and Mediterranean Fleets used to pack both the large harbour and a large part of the bay at the end of the combined cruise. Then thousands of sailors used to stream ashore every night; and even when the whole fleet was not in Main Street bars used to throb with life almost continuously, not just spasmodically as they do now.

The local shore base is H.M.S. Rooke and the couple of hundred officers, ratings and W.R.N.S. stationed here usually find plenty to do, although grumbling about the Rock is sometimes heard, especially when the levanter is settling low over the town and everybody is depressed and irritable—both natives and visitors alike. But once the wind has changed direction, the clouds have lifted and the sun shines in a clear, blue sky there is no time for grumbling as everybody makes his way to the several excellent beaches here to swim, water-ski, sail, fish or just sun-bathe.

When the atmosphere becomes too oppressive Spain can always be visited. La Linea is the easiest town to visit, but it's not much to look at, and not very different from Gibraltar. Still the drinks are cheaper—a round of six brandies, plus an assortment of seafood, costs little more than 2s.—and it is a change to get away from the Rock.

Algeciras is more "typically Spanish," but as it lies across the bay it is more difficult to visit, unless a car is available, and then the visitor can, if he so wishes, enter the real Spain outside the Campo area.

Buses leave Algeciras for all parts of Spain—Cadiz, Jerez, Seville, Malaga, Torremolinos are within a day's journey, and all are ideal leave centres. Punctual, but comparatively slow trains also leave Algeciras for Madrid and Granada. The best way to see Spain, however, is by car, and the best time to go is during the spring when many of the Andalusian towns hold their fiestas and religious festivals.

Tangier—the international city in North Africa—famed for its Casbah, casino and fascinating night-life is also within easy reach, either by public transport, or a Rooke-based M.F.V. which makes several week-end trips across the Straits during the summer months.

Gibraltar's own night-spots will soon receive some much-needed additions. The Colonial Government are building a casino (the first in the British Commonwealth) which will have special rooms set aside for Service men to indulge in crap and tom-bola. There are also plans to improve the Fleet canteen and the N.A.A.F.I. club.

So the next few years should see a steady improvement in facilities for Service men, especially for personnel from the many visiting warships.

MARRIED QUARTERS

For the information of the lucky few who may already be wandering round depots with their Draft Notes marked "Gibraltar for Rooke." Their Lordships have recently completed a magnificent block of ultra-modern flats, for chief petty officers' and petty officers' and ratings' families, but the waiting list for them is long. A limited amount of alternative accommodation can be found in the town but it is difficult and expensive.

It is the exception out here rather than the rule for ratings not to own a car. New cars may be purchased free of purchase tax and consequently the price of second-hand cars is comparatively low.

Although the Royal Navy detachment is the smallest stationed in Gib-

raltar, it has, nevertheless, been well to the fore in many of the sporting competitions held here this summer.

Fielding a strong eleven throughout the season, H.M.S. Rooke were able to win the Division I Cricket Championship, although they were always keenly challenged by the other Service and civilian teams. Their captain—R. E. A. Hunt—represented Combined Services, Gibraltar, on several occasions.

On the last two occasions the Inter-Service team swimming championships developed into a close struggle between R.E.M.E. and H.M.S. Rooke, with Rooke losing by two points in 1958 and only one point in 1959. At both meetings, however, the Navy produced the Victor Ludorum—L.S. Wenceley (then serving in H.M.S. Barrosa) in 1958 and E.R.A. Antcliffe in 1959.

A.B. Williams won the high diving championship in 1958, but could not repeat his success this year, taking second place to Cpl. A. Cox, the local Army champion.



H.M.S. Rooke from Queensway

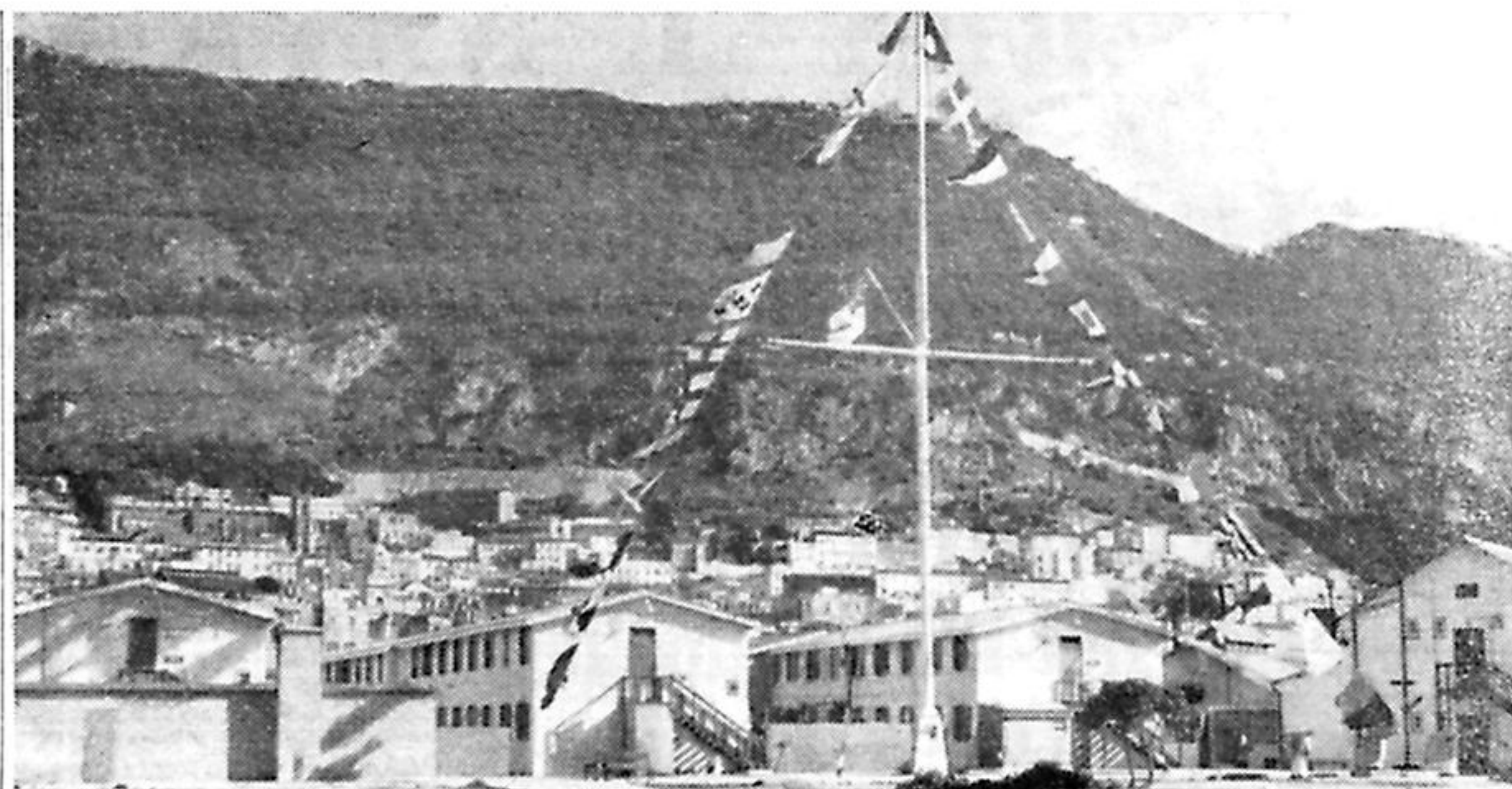
A WELL-KNOWN WARDROOM MESSMAN DIES

ONE of the few remaining wardroom messmen of the old school died on January 11.

George Baverstock Maran, well known and respected throughout the service was a wardroom messman for many years. His job was, under contract, to provide the wardroom officers with a required standard of food and for which he received the Admiralty victualling allowance for the officers concerned together with an agreed sum from each officer per day. George's job however did not end with the food the officers ate. He was a friend to all. George would fix anything. Did an officer forget his wife's birthday—George would see that a bunch of flowers arrived "on the dot" even if the ship was miles away. A new suit, pressing and tidying up one that had seen better days—George would fix. A "fiver" until the end of the month—George would supply. A dinner party—George would personally supervise, suggest and arrange, and one's guests would agree that you were the perfect host.

Who could forget George's Sunday night suppers? Tables groaning under the splendid food—turkey, chicken, beef, saddle of lamb, pies of every description, salads, in fact everything a hungry man or (if in harbour) his wife, could wish for.

Three of the crew of H.M.S. Jutland had to "swim for it" when their boat sank at St. Peter Port, Guernsey.



The water-polo team played well and managed to gain second place in the local league after some most exciting encounters.

The accommodation block from seaward with the familiar profile of the Rock in the background

REGATTAS

The Royal Navy (Local) Whalers' crews did extremely well against the Army and R.A.F. in the three regattas held inside the harbour. "A" crew won the Fastest Whaler Trophy and the July and August Oars; "B" crew won the Aggregate Cup and the September Oar.

H.M.S. PEMBROKE RELAXES

A GRAND Christmas variety show was held in the canteen theatre of the Royal Naval Barracks, Chatham, on December 9, with an all star cast headed by Peter Ricardo and his Latin American Trio. Sandy Sandford, popular star of radio and television, compered the show and Felix Bowness was a most successful comedian. The dancing act by Ascott and Roberta was received with much enthusiasm.

and light music was provided by Marie Hyde with her accordion. A section of the Royal Marine Band, under the baton of the Staff Band Master, 2/Lieut. T. C. Merrett, L.R.A.M., R.M., played during the interval.

The show was one of the monthly "Stars in Variety" performances presented by the Barracks Welfare Committee and produced by Mrs. Evelyn Norris, who has been providing entertainment for the barracks for many years.

A party of old gentlemen from Pembroke House, the home for aged ex-Naval men which is run by the Royal Naval Benevolent Trust, were the guests of the Welfare Committee, who invite them to all their Variety Shows.

The Royal Naval Barracks Cadet Corps were also present.

An amusing incident occurred when Peter Ricardo asked for the smallest boy to come up on to the stage. Cadet A. Bayliss needed very little prompting and was soon enjoying the limelight!

Peter Ricardo then asked for the oldest man in the audience to join him, and Mr. William Burton of Pembroke House was soon on the stage. Mr. Barton, who is in his 90th year obviously enjoyed the proceedings.

Boyd Trophy for Communications Squadron

The Flag Officer Air (Home), Vice-Admiral D. E. Holland-Martin, announced on January 30 that the Boyd Trophy for 1959 had been awarded to 781 Squadron based at H.M.S. Ariel, Lee-on-Solent, for the outstanding way it had carried out its exacting task.

The squadron is the Communications Squadron and during the year flew 4,200 hours by day and 50 hours by night. There are six Sea Devon aircraft and one helicopter in the squadron.



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

* For members of the W.R.N.S. the Pension is £149 a year.



Which will you take?

I'm going for the pension because there's another valuable right with it—I can get a cash advance for the full price of a new house. I'm all lined up for a job already, and with an extra pension to look forward to and the wife and family safe in our own home—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.



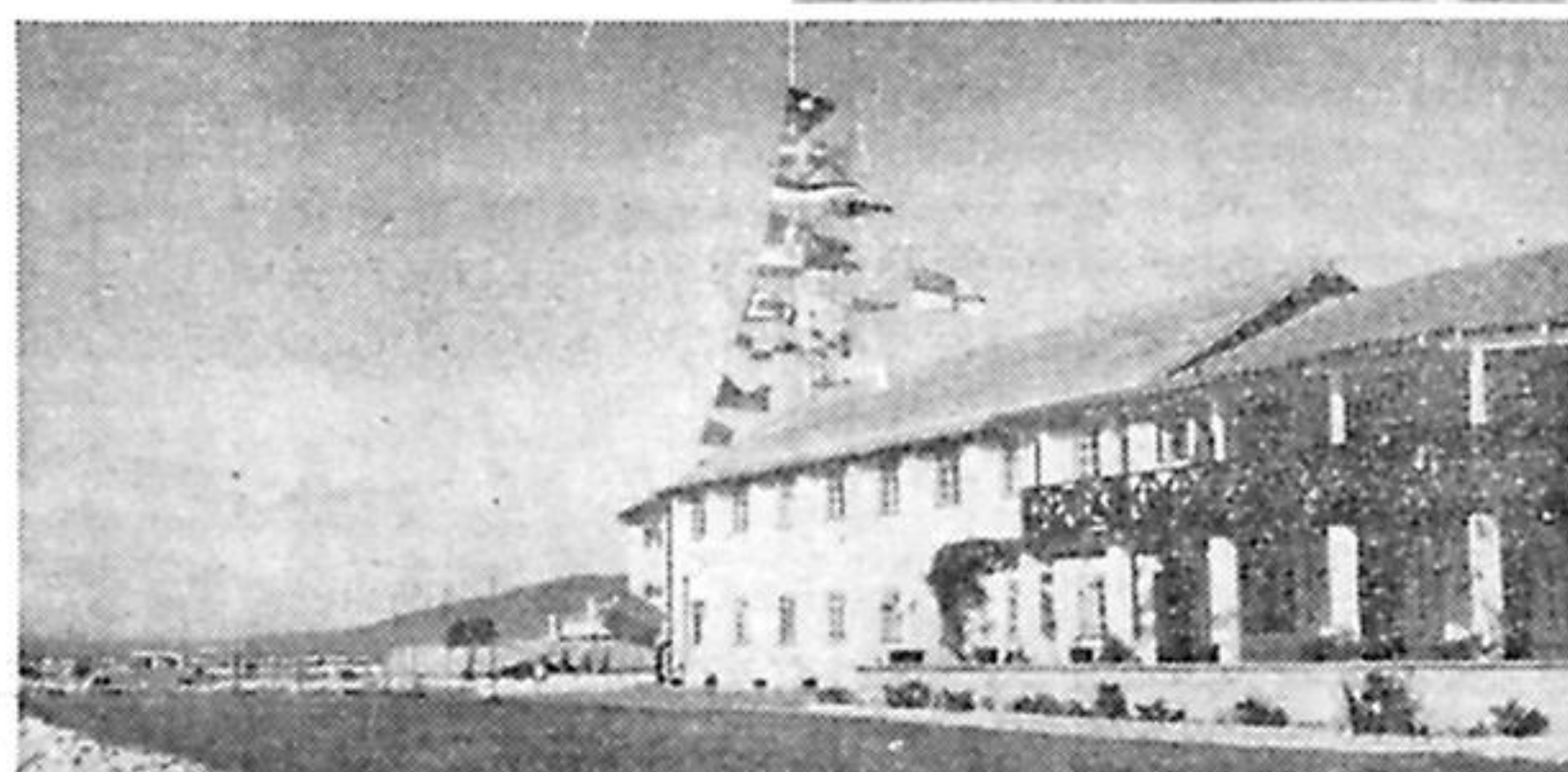
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The wardroom block from seaward



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NOT MUCH WRONG AT PORTSMOUTH

Ladies do not like National Service

CLUB FULL AT CHRISTMAS

TWO hundred and ninety-one shipmates, their families and friends of the Portsmouth Branch of the Royal Naval Association attended the annual dinner on January 8.

After a most excellent dinner, the president of the branch, Capt. G. C. Colville, C.B.E., proposed the Loyal Toast and read a telegram from H.M. The Queen thanking the members for their loyal greetings.

In proposing the toast of the visitors, Lieut.-Cdr. S. S. Noble welcomed the visitors, who included Rear-Admiral J. H. Unwin, D.S.C., Admiral Superintendent of H.M. Dockyard, Portsmouth, Mr. Lennox, the electrical engineering manager of the yard, Miss Smith and Miss Kinsey, two sisters from the Royal Naval Hospital, Haslar, and representatives of the association from Havant, Fareham, Gosport, Alton, Portchester Fellowship and others.

Responding, Admiral Unwin in an amusing speech referred to his service in the Royal Navy since 1924, saying that although there had been plenty of hard work yet visits to such places as Nice, Oslo, Penang, etc., had enabled the sailor to play as hard as he worked.

The toast of the association was presented by Councillor J. Fairhall, president of the Royal Engineers Association, Gosport, who in serious vein spoke of the work done by shipmates and their wives in preserving the form of life we desire.

Councillor Fairhall referred to the present as being a critical time for ex-Service associations. The reductions in the armed forces and with the likelihood of war being remote, it was hard to maintain the interest of members. In his opinion it had been a retrograde step to reduce the Royal Navy by some 23,000 since 1956. Had we more ships and more men it was, he thought, possible that there would not have been such a drift from the Commonwealth idea, for more visits by Naval ships would have strengthened the ties which undoubtedly used to exist.

He also thought it had been a retrograde step, from the point of view of education, that National Service was to be stopped. It was apparent that the ladies, at any rate, did not agree with the speaker on this point.

In a brief response the chairman of the Portsmouth branch, Shipmate L. Bray, stated he did not feel that there was much wrong with a branch which packed the club over Christmas and the New Year and which, on Boxing Day, organised a football match which produced £14 for an ex-chief petty officer who was not even a member of the association.

The toastmaster for the occasion was Shipmate W. Law and the splendid evening was rounded off by a dance, which continued until one o'clock.

CONTRIBUTORS

It would assist the Editor greatly if contributors would send reports of branch activities to him as early in the month as possible.

The Gosport branch of the Royal Naval Friendly Union of Sailors' Wives held a dance on January 16 at which the president, Mrs. Hezlet, wife of the Flag Officer, Submarines, welcomed the guests.

NEW YEAR DANCE AT NEWTON ABBOT

NEWTON Abbot branch of the Royal Naval Association celebrated the end of 1959 and the beginning of 1960 with a most successful dance at which approximately 100 attended, some of whom went from the dance to the Clock Tower at Newton Abbot to join with other townfolk in "welcoming in" the New Year.

The President of the branch, Capt. E. C. Fenton, R.N. (Retd.) was present at the dance but owing to indisposition Mrs. Fenton was unable to be present.

Among others present were Shipmate W. G. Langridge, chairman of the branch, Shipmate C. D. Lewis, the secretary, Shipmate J. H. Brock, the treasurer and the M.C. for the occasion was Shipmate R. Dolbear, the standard-bearer.

Shipmate Dolbear was also Father Christmas at the branch's Children's Party held on January 2. Mrs. M. Mills, Chairman of the Ladies' Committee welcomed the parents of the children—42 attending and receiving gifts.

Any advance on eighty-eight? HERTS BRANCH STAKE CLAIM FOR VETERAN

THE Hertfordshire branch of the Royal Naval Association have staked a claim for the oldest member. It is felt that there are branches with even older members.

The branch recently celebrated its 21st birthday by holding a dinner at the Shire Hall, Hertford. A company of 150 assembled, and guests included the Mayor and Mayoress of Hertford, also the Chairman and his wife, of the Ware Urban Council. Twelve R.N.A. branches were also represented.

During the evening a telegram was read conveying the thanks and good wishes of Her Majesty The Queen, in reply to a loyal message from Branch members.

The toast of Herts Branch was proposed by the Chairman, Lieut.-Cdr. J. K. Jones, D.S.C., R.N.R., and the responder was Cdr. H. P. Madden, a Vice-President of the Branch. Shipmate E. C. Knight, National Council Member, and Branch Secretary proposed the toast of "Our Guests," and the Mayor of Hertford (Alderman C. Vance Packman) responded. The toast of "Absent Shipmates" was given by Shipmate J. F. W. Charles, Vice-Chairman.

Several founder members were present and tribute was paid to them for laying the foundation of a very active Branch.

Newcastle finances in good shape STANDARD DEDICATION COMING

NEWCASTLE and Gateshead Branch of the Royal Naval Association held its Annual General Meeting on January 15 and the secretary, Shipmate Thirlwell, gave a glowing account of a year of social and club activity, the two high-lights being the annual outing and the annual dance.

He congratulated several members on their endeavours for the good of the branch. Shipmate Clasper had run a very successful Christmas Draw and Shipmate Robinson, by his capable running of the football sweep had enabled the outing to be run at a reasonable cost.

The treasurer, Shipmate Denton, informed those present that the branch had £169 "in the kitty": the branch was in the best financial position he had ever known—and he is a founder member. The tombola had more than paid its way and the treasurer paid tribute to Shipmate Coe for his running of the game, and he also praised all members of the branch who had helped to swell the funds.

The members present voted to purchase a branch standard and already plans are being made to arrange a dedication.

Due to business commitments Shipmate Bugg resigned his seat on the Committee. His resignation was accepted with regret—he had been a committee man for eight years. Shipmate Turtle was elected in his place.

Shipmate Thirlwell, the secretary, was made a Life Member of the Association amid great applause.

The annual dinner took place on January 30, and it is hoped that space will be available in the next issue to report on it. Another big item of news—it is hoped to "borrow" H.M.S. Calliope for a dance on March 18.

No. 3 District R.N.R. reviews 1959

THE past year has been one of continued good progress in the Midlands District.

Recruiting has continued apace and numbers have increased by 30 per cent. despite a continued policy of "weeding out the deadwood." Actual numbers have increased from 98 in January to 130 in December; the 32 new members are made up of volunteers from "Civvy Street" and ex-R.N. personnel, including part-time National Service men who have opted to return to the fold after their service in the R.N.

Continuous training in R.N. ships and establishments has been as popular as ever, and 83 members carried out courses and cruises during the year, including service in M.H.Q.'s at home, Gibraltar and Malta and ships both small and large from Coastal Minesweepers to H.M.S. Tiger.

During the year one rating has been confirmed Radio Supervisor, one as Petty Officer Radio Electrician, and one Leading Radio Electrician's Mate. Four ratings were rated up to Acting Leading Hands.

Three enjoyable week-ends were spent at Gamecock Barracks, by kind permission of the Commanding Officer, Junior Leaders Regiment, Royal Artillery. Many readers will remember H.M.S. Gamecock as the home of the R.N.A.S. training establishment and the R.N.V.R. Midlands Air Division.

There was a practically 100 per cent. attendance at Admiral Commanding Reserves Annual Inspection in London which earned a highly satisfactory report. A further visit to the Metropolis was made by members of Birmingham section who visited H.M.S. Apollo at Tower Bridge in September.

All members are looking forward to 1960 with hopes of an even more successful year in all phases of Royal Naval Reserves activities.

Headquarters clearing debt

AT the annual general meeting of the Gosport branch of the Royal Naval Association, the chairman, Shipmate T. W. Bates, stated that £755 had been paid off headquarters and private loans during the past year.

If the branch was able to maintain its present rate of repayments, the branch would soon have its headquarters free of debt.

Membership of the branch remained at about 300. New members were enrolled at most meetings, but, by not renewing their annual subscriptions, some members had been lost.

Shipmate Bates was re-elected chairman. Shipmates C. H. James, A. Lang and G. Richardson—all volunteers—were elected as vice-chairman, secretary and treasurer respectively. Other officers elected were Shipmates E. B. Trott, E. J. Piggott, T. W. Blundell, A. Farley, C. Ryder, W. Thomson and W. C. J. Kiln.

Nine promoted to Rear-Admiral

THE Admiralty has announced the following promotions and retirements—all dated January 7. These promotions and retirements, together with retirements previously announced, result in a reduction of one in the total number of officers on the Flag List compared with the number a year ago.

Promotions, To Rear-Admiral: Capt. (Commodore) A. A. F. Talbot, D.S.O.* Capt. F. H. E. Hopkins, D.S.O., D.S.C. Capt. G. I. M. Balfour, D.S.C. Capt. A. H. C. Gordon-Lennox, D.S.O. Capt. F. R. Twiss, D.S.C. Capt. W. W. H. Ash, Capt. (Commodore) G. D. A. Gregory, D.S.O.* Capt. (Acting Rear-Admiral) A. B. Cole, D.S.C. Capt. D. J. Hoare.

Retirements: Vice-Admiral Sir Harry P. Koelle, K.C.B. Rear-Admiral G. A. M. Wilson, C.B. Rear-Admiral P. D. H. R. Pelly, C.B., D.S.O. Rear-Admiral B. W. Taylor, C.B., D.S.C.

NEED FOR MORE MEMBERS STRESSED AT WELLING

THERE was a good muster of members of the Welling branch of the Royal Naval Association at the annual Board meeting on January 17.

The treasurer referred that in spite of extra expenses the Welfare Funds were evenly balanced.

The Chairman, Shipmate P. French, said he had been gratified throughout the year at the numbers attending the meetings and social functions.

The Secretary Shipmate C. W. King in his report referred to the average age of the members of the branch pointing out that Welling had not paid many visits during the past year because a number of the members are getting beyond the travelling age. He emphasised the need for an increase in young members into the branch and into the Association pointing out that Welling's membership remains static at about 34. He asked whether the Association had lost its attraction for Naval personnel and pointing out that in January, 1947, Welling had 147 members.

Children's Party at Basingstoke

Although the Children's Christmas Party organised by the Basingstoke branch of the Royal Naval Association and the Ladies' Guild was held on January 2, 1960, it was a very successful conclusion of a very active and entertaining 1959.

The children of shipmates thoroughly enjoyed the party which can only be described as magnificent.

The secretary referred to the sad loss of its President, the late Instructor Rear-Admiral Sir Arthur Hall. His advice to the branch in many matters had been invaluable. The Secretary also referred to the good work done by Vice-Presidents of the branch and mentioned the appointment of Lieut.-Cdr. Day.

Shipmate King made reference to the occasions at which the Branch Standard had been provided, including the occasion of the annual reunion at the Royal Festival Hall.

Referring to dinners and socials, Shipmate King mentioned that in 1960 the branch will celebrate its Silver Jubilee. The socials last year had been well attended but he said he would like to see more outsiders brought along "so that they can see how we old salts can still keep young. We desire to make friends not profits."

The Secretary went on to refer to the efforts that have been made to alleviate distress and mentioned the good work done by Shipmate A. Elms in visiting the sick and at times making visits on behalf of the Secretary. He referred to Shipmate Cox who collected for the Life-boat Institution.

Finally the Secretary spoke of the good work that the ladies had done by providing and serving refreshments at socials and also to the new host at the Falconwood Social Club, Shipmate E. Tompkinson, who had done his utmost in making everyone feel at home.

Pembroke Dock branch has two home matches

THE Pembroke Dock branch of the Royal Naval Association completed the old year with a couple of "home matches," the first being the Christmas Draw and the second a Christmas Party.

The first occasion was the draw on December 23, when the prizes were many and varied and the lucky winners were well satisfied.

The second occasion, the annual Christmas Party, took place on December 28 at the White Hart and Capt. and Mrs. Woolnough, the licensees, went out of their way to make the club room worthy of the occasion. There was a large gathering of members.

Among those who attended were the president of the branch, Mr. R. S. Hayes, and his wife, and another welcome visitor was Shipmate Edwards of the Blackpool branch.

The entertainment side of the evening was in the capable hands of Shipmate Driscoll and Best, ably assisted by Shipmate Furlong.

The ladies provided a grand supper which they served in their usual efficient manner.

Mrs. Hayes, wife of the president, won the amusing balloon race and considerable fun was caused by Shipmates Driscoll and Best with their "ballet." Their dazzling costumes and "dancing" would have caused quite a stir at Sadler's Wells!

Mr. Claude Tozer and Mr. Gwyn John, favourites of the branch, entertained the members with monologues, singing, whistling, etc., together with Mr. Trevor Morgan, the branch's romantic tenor.

The accompanist and pianist for the evening was Shipmate Mrs. S. James and she was accompanied on the drums by a member of the Pembroke Borough Band, Mr. Dewhurst.

The children had their celebration in January which included a visit to Haverfordwest for the pantomime "Jack and the Beanstalk."

H.M.S. Jutland took the Portsmouth Command Bomb and Mine Disposal team to Alderney to dispose of bombs discovered there.

Volunteering for local foreign service billets

THE Commodore, Naval Drafting, receives a number of requests from ratings of all categories volunteering to serve in Local Foreign Service billets, for which only certain categories are allowed by Scheme of Complement, and the following list is promulgated in order that ratings may know which categories are from time to time required on various stations overseas and in North Europe. Volunteers can only be considered if they are of one of the categories specified against the location.

Ratings should ask to see Admiralty Fleet Order 28/60 which is relevant regarding married accommodation in Hong Kong, Singapore, Bahrain and Aden. It should also be noted that married accommodation is greatly restricted in Ceylon and shore accommodation in South Africa (including hotel accommodation) is difficult to obtain during the summer months (November to March).

There are two ways in which you can volunteer for these billets.

- By application through your Commanding Officer.
- When you are required to complete a Drafting Preference Card.

Your volunteer undertaking remains in force until either

- You cancel it, or
- You receive a Local Foreign Service Draft.

Make sure you state exactly what you are volunteering for, e.g., the man who volunteers for "L.F.S. Malta" will only be considered for that place and no other. If on the other hand you state "L.F.S., preferably Malta," it means you will be considered for other Local Foreign Service billets if there is no vacancy at the time in Malta. You may, of course, go further and exclude one or more places, e.g., "L.F.S. except Singapore."

Gibraltar.—Open to all branches except Sailmaker and Radio Communication (Special).

Malta.—Open to all branches except Cook (O). Note: Leading Stewards and below only required.

Singapore.—Open to all branches except Steward, Cook (O) and Cook (S) below Petty Officer.

Hong Kong.—Open to 1 O.A. (W), 1 Spt. Art., E.R.A. (I.C.E.), P.O.M. (E) (I.C.E.), M. (E) (I.C.E.) and all other branches except Sailmaker, Cook (S), Cook (O), Steward and Radio Communication (Special).

Cyprus.—Limited to Seamen, Regulating, Electrical Artificer, Radio Electrical, Stores (S), Steward, Cook (O), Tactical Communication, Radio Communication and Writer branches.

Ceylon.—Limited to 2 E.R.A.s/Mech. (I.C.E.), 1 P.O. Ch. (S), 1 L.S.B.A./Mech. (I.C.E.), Artificer, Radio Electrical, Stores (S), Stores

(V), Tactical Communication, Radio Communication, and Writer branches.

Norway.—Limited to 1 L.R.E.M. and Steward, Tactical Communication, Radio Communication and Writer branches.

Aden.—Limited to Seamen, Engine Room Artificer, Engineering, Shipwright Artificer, Ordnance Artificer, Electrical Artificer, Electrical, Radio Electrical Artificer, Radio Electrical, Stores (V), Stores (S), Tactical Communication, Radio Communication and Writer branches.

Bahrain.—Limited to 1 C.P.O. (P.T.I.), 2 P.O., 5 A.B./Ord. (1 to be qualified to drive Service vehicles and hold an Admiralty Driving Licence), 1 E.R.A. (B.M.) (I.C.E.) holder of a driving licence, 1 Ch. M. (E) P.O.M. (E), (E.O.V.), holder of a driving licence, 1 E.A., 1 L.R.E.M., 1 R. El. Mech. and Tactical Communication, Radio Communication, Stores (S), Stores (V) and Writer branches.

South Africa.—Limited to 2 Seamen C.P.O.s, 1 P.O. (T.A.S.I.), 1 L.S. (P.T.2.), 4 A.B.s (2 A.B.s. to be qualified to drive Service vehicles and to hold an Admiralty Driving Licence), 1 R.P.O., 1 L.P.M., 2 Spt. Art., 2 L.M. (E), 1 C.P.O., 1 Cook (O), 1 L. Cook (O), 1 S.B.C.P.O. and Tactical Communication, Radio Communication, Radio Electrical Artificer, Radio Electrical, Stores (V), Stores (S) and Writer branches.

Freetown.—Limited to 1 Seaman C.P.O. or P.O. and 1 C.P.O. Writer.

Bermuda.—Limited to 1 L.S., 1 A.B. (to be a qualified driver), 1 C.E.R.A., 1 L.M. (E) or M. (E) (I.C.E.), 1 C.Y., 1 L.T.O., 1 T.O. and 1 Leading Steward.

Jamaica.—Limited to 1 C.P.O. Writer.

Mombasa.—Limited to 1 L.T.O. and P.O. Writer.

U.S.A., Washington.—Limited to 1 C.P.O. Steward and 1 C.P.O. Cook (O).

U.S.A., Norfolk (Virginia).—Limited to 1 C.P.O. Cook (O), 1 P.O. Steward and 1 Steward.

Canada.—Limited to 1 P.O. Writer, 1 Writer and 1 S.C.P.O. (S).

Athens.—Limited to 1 P.O. Writer.

Ankara.—Limited to 1 P.O. Writer or Senior Leading Writer.

Australia (Sydney).—Limited to 1 O.A. (W) and 1 R.E.A.

Australia (Melbourne).—Limited to 1 C.P.O. Writer and 2 Leading Writers.

New Zealand.—Limited to 1 P.O. Writer and 1 Leading Writer.

Naples.—Limited to 1 C.P.O. Writer, 1 P.O. Writer and 3 Leading Writers.

Germany (Kiel).—Limited to 1 C.P.O. Writer, 1 P.O. Writer, 1 Leading Steward, 1 C.Y. and 1 R.O.

Paris.—Limited to 2 C.P.O. Writer, 3 P.O. Writers, 1 Leading Writer and 1 P.O. Steward, includes 1 P.O. Writer for Military Representatives' Staff.

Fontainebleau.—Limited to C.P.O., 1 Leading Seaman, 1 C.C.Y., 1 C.Y., 1 L.T.O., 1 T.O., 1st or 2nd Class, 1 L.R.O., 1 R.O., 1st or 2nd Class, 1 C.P.O. Writer and 3 Leading Writers.

*These billets count as Home Sea Service with a duration of two years, but carry entitlement to family passage.



THE BRAVE BORDERER HAS DONE 50 KNOTS Accepted from Builders

42 Commando
THE citizens of Plymouth are to mark the departure of 42 Commando from the West Country by a farewell ceremony on March 14. The Commando is to embark in H.M.S. Bulwark for service overseas.

The ceremony will be a local civic one, with the Lord Mayor as host and the Commander-in-Chief, Plymouth, and the Commandant-General, Royal Marines, as guests.

A SUN TRIP

H.M. Yacht Britannia left Portsmouth on January 15 for a visit to the Caribbean. The royal yacht is taking the Princess Royal to the West Indies, and places which will be visited are British Guiana, Trinidad, Jamaica, British Honduras and the Cayman Islands.

Britannia will call at the Azores on the return journey and she is expected at Portsmouth on April 5.

H.M.S. Brave Borderer, the first of the Brave class Fast Patrol Boats, was accepted from her builders, Vosper Ltd., for service with the Royal Navy on January 26. The ceremony took place at H.M.S. Dolphin, Fort Blockhouse, Gosport.

The present authorised maximum rating of the Proteus is 3,500 S.H.P. and the maximum continuous rating 2,800 S.H.P. A striking feature of this engine is that with the primary reduction gear-box it will give one horse power for every 0.83 lbs. of its weight, and including the reverse reduction gear-box, one horse power for every 1.6 lbs. of its weight.

In addition to the Proteus engines, Rover gas turbines driving Metro Vickers 40 K.W. generators are fitted to provide electric power. The electrical installation incorporates new lightweight equipment and methods of an experimental character designed by Vosper Ltd., to make overall contribution to weight reduction.

The propellers are relatively small and of high speed. This is a novel and unusual feature resulting from joint research carried out by the Admiralty and Messrs. Vosper using the firm's cavitation tunnel.

The design studies for this boat were carried out under Admiralty instructions by Messrs. Vosper as a joint effort with Admiralty departments and co-ordinated by the Director-General, Ships. The Admiralty's extensive research facilities were available at all stages in design.

Brave Borderer has a length of 98 ft. 10 in. and a beam of 25 ft. 5½ in.

The hull is framed in welded aluminium with double skinned planking of mahogany and sheathed with glass fibre below the water line. An hydraulic operated flap fitted on the transom maintains the craft's running trim.

During her trials, speeds in excess of 50 Kts. have been continually reached by this boat; a most important achievement since it is designed for offensive operations against enemy warships and merchant ships in coastal and inshore waters.

The armament when functioning as a M.G.B. will consist of two 40 mm. single Bofors guns in power operated mountings and two 21 inch torpedo tubes. As a M.T.B. it will be equipped with four 21 inch torpedo tubes and one 40 mm. single Bofors gun.

The complement will be three officers and 17 ratings.

Since being launched on January 7, 1958, Brave Borderer has undergone extensive evaluation trials and the design has proved to be very satisfactory.

The craft is powered by three Proteus Gas Turbine engines as used in the Britannia aircraft but adapted for the Royal Navy by Bristol Siddeley Engines Ltd., Filton, in association with W. H. Allen Ltd., Bedford, who supplied the primary reduction gear and the reverse reduction gear boxes.

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Chief Petty Officer
J. A. Kennell JX 147747, S. F. J. Lucas JX 154240, R. Williams JX 150247.

To Acting Chief Engine Room Artificer
A. E. Braid MX 912580, E. W. Cann MX 637810, D. A. Grace MX 75064, P. J. Le Cornu MX 818578, R. V. Reid MX 778309, C. J. Rudkin MX 803710, J. L. Selby MX 803712.

To Chief Blacksmith
H. V. Darley MX 802378.

To Acting Chief Electrical Artificer
P. Goodsell MX 855730, D. R. Horn MX 842997.

To Acting Chief Radio Electrical Artificer
J. W. Lodge MX 857377.

To Chief Petty Officer Writer
A. N. G. Moxey MX 848020.

To Chief Petty Officer Cook (S)
D. S. White MX 802474.

To Chief Radio Communication Supervisor
R. L. Dudley JX 160884.

To Master at Arms
W. J. Nurse MX 551512.

To Acting Chief Aircraft Artificer
D. V. Date L/FX 100850.

To Acting Chief Aircraft Artificer (O)
R. P. Fyles L/FX 669385.

To Chief Air Fitter (AE)
D. Walton L/FX 822099, R. H. Arrow L/FX 803111, R. A. Smith L/FX 822476.

To Chief Air Fitter (O)
E. T. Murphy L/FX 509901.

To Active Chief Electrical Mechanician (Air)
D. Broadley L/FX 788521.

To Acting Chief Radio Electrical Mechanician (Air)
J. O'Connor L/FX 846592.

To Chief Electrician (Air)
G. R. C. Christie L/FX 817955.

To Chief Radio Electrician (Air)
A. E. Dawkins L/FX 861781.

Portsmouth beat Nore

PORTSMOUTH Command beat Nore Command in the Inter-Command Soccer Cup semi-final at Portsmouth on January 27.

The game was played in pouring rain and the match went to extra time, the only goal being scored in the last five minutes by Matthews (H.M.S. Collingwood).

Portsmouth Command.—Lewis (Osprey); Bridgewater (Sultan), Newton (R.M., Poole); Coates (Victory), Unsworth (Sultan), Brown (Collingwood); Matthews (Collingwood), Reed (Collingwood), John (Osprey), Osborne (Collingwood), Ferguson (Mercury).

Nore Command: Young (Pembroke); Mitchell (Dryad), Appleby (Chatham); Holden (Neptune); Ashworth (President), Wilson (R.M., Deal); Tosney (Blackwood), Humphries (Pembroke), Taylor (P.T. School), Trace (Ganges), Robinson (Ganges).

Referee: C.P.O. J. Newman (Air Command).

R.N.B. Chatham is well

to the fore RUGBY MORE POPULAR THAN EVER

THE Royal Naval Barracks, Chatham, football team is at present placed third in the local United Services League, but it has one game in hand over the Army Unit 12th S.M.E. and is in a very favourable position to challenge league leaders, Depot Regiment, Royal Engineers.

The Supply and Secretariat Division in R.N.B. run a team in the Rochester and District league and have surprised the locals by entering the New Year in second place in the table.

Rugby it would seem is more popular than ever in the Chatham Area, especially in the Barracks where they now run two teams. The 1st XV have proved themselves amongst the best ship or establishment teams in the Navy. A sparkling 27 point win over Portsmouth Barracks and a 30 point margin in beating R.M.A. Sandhurst's "Victory" XV proved the playing strength of the side.

The Barracks hockey team has been strengthened this year by a few players from the port area and has played under the title of Royal Navy at Chatham. This team has won 11 out of 21 games and the outstanding record has been Lieut.-Cdr. Davis—total tally of 25 goals so far this season.

L.R.O. Clements and S.C.P.O.(V) Knowing are to be congratulated on playing in the Navy side.

FORMER DIRECTOR OF W.R.N.S. TO HAVE MEMORIAL

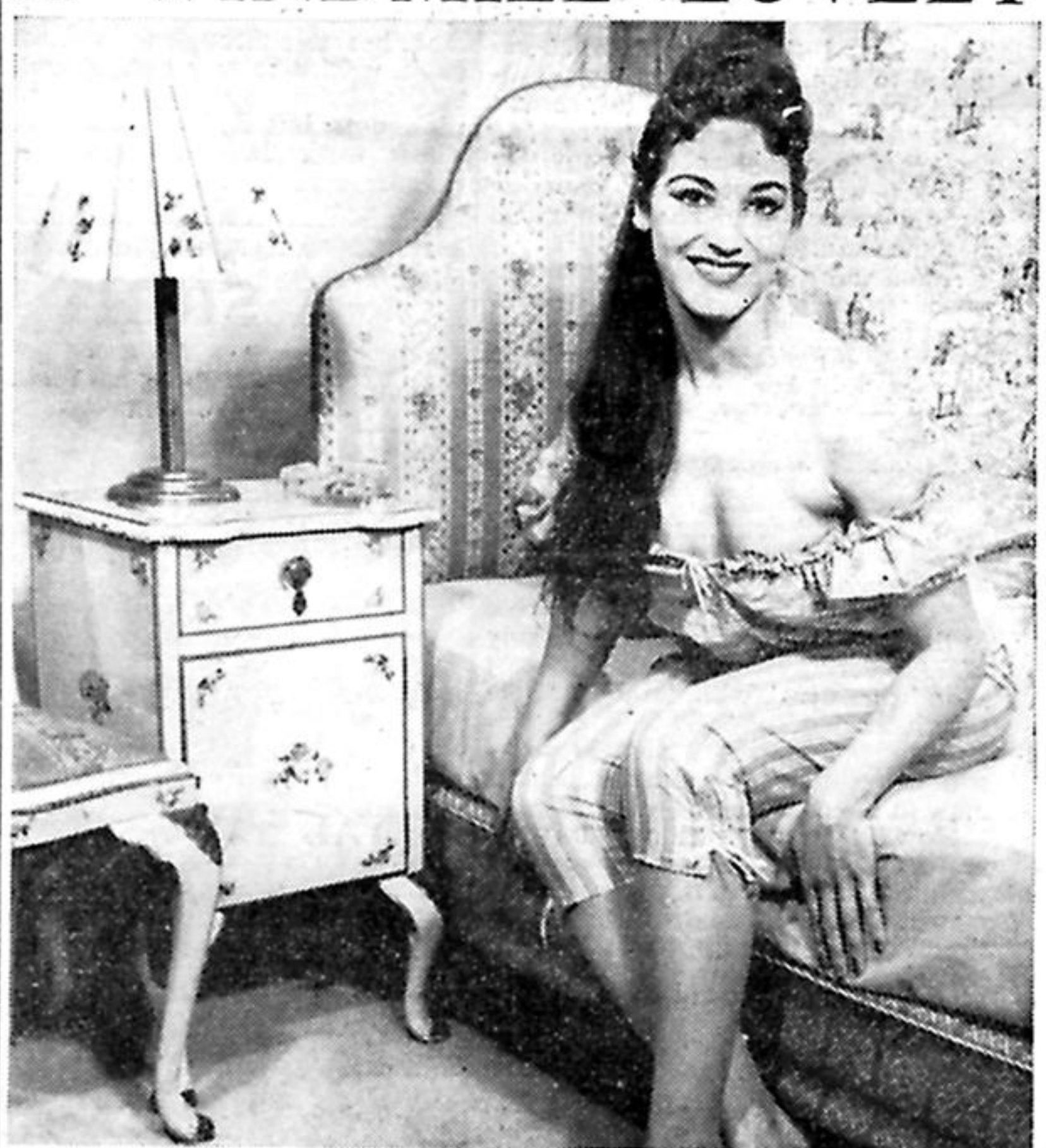
The Association of Wrens is to open a fund which will provide a memorial to the late Dame Vera Laughton Mathews, who was head of the Wrens during the war. Donations to the fund should be sent to the Secretary of the Association of Wrens, 52 Lower Sloane Street, London, S.W.1.

FILM RELEASES TO THE FLEET

"The Night We Dropped A Clanger." Service Comedy, Brian Rix, Cecil Parker, Liz Fraser. "Libel." Trial Melodrama, Dirk Bogarde, Olivia de Havilland, Paul Massie. "North By North West." (Colour), Suspense Comedy Melodrama, Cary Grant, Eva Marie Saint, James Mason. "The Five Pennies." (Colour), Musical Comedy Drama, Danny Kaye, Barbara Bel Geddes, Louis Armstrong. "Darby O'Gill and the Little People." (Colour), Irish Fantasy, Albert Sharpe, Janet Munro, Sean Connery. "I Want To Live." Real Life Trial Melodrama, Susan Hayward, Simon Garland, Theodore Bikel. "Cast A Long Shadow." Western, Audie Murphy, Terry Moore, John Dehner. "S.O.S. Pacific." Adventure Melodrama, Pier Angeli, Richard Attenborough, Eddie Constantine. "Killers of Kilimanjaro." (Colour), Adventure Melodrama, Robert Taylor, Anne Aubrey, Anthony Newley.

A small fire took place in H.M.S. Corunna, but was extinguished before any damage was done. The ship is at Rosyth undergoing a refit.

A WINDMILL LOVELY



Terry Keighley, who was born in Plaistow on April 28, 1938, made her professional stage debut at the Windmill Theatre in April, 1957. A brunette with brown eyes, her favourite recreations are riding, swimming and driving a car. Her vital statistics are 34 in., 24 in., 37 in.

PARTY AT SINGAPORE



PARTY AT SYDNEY

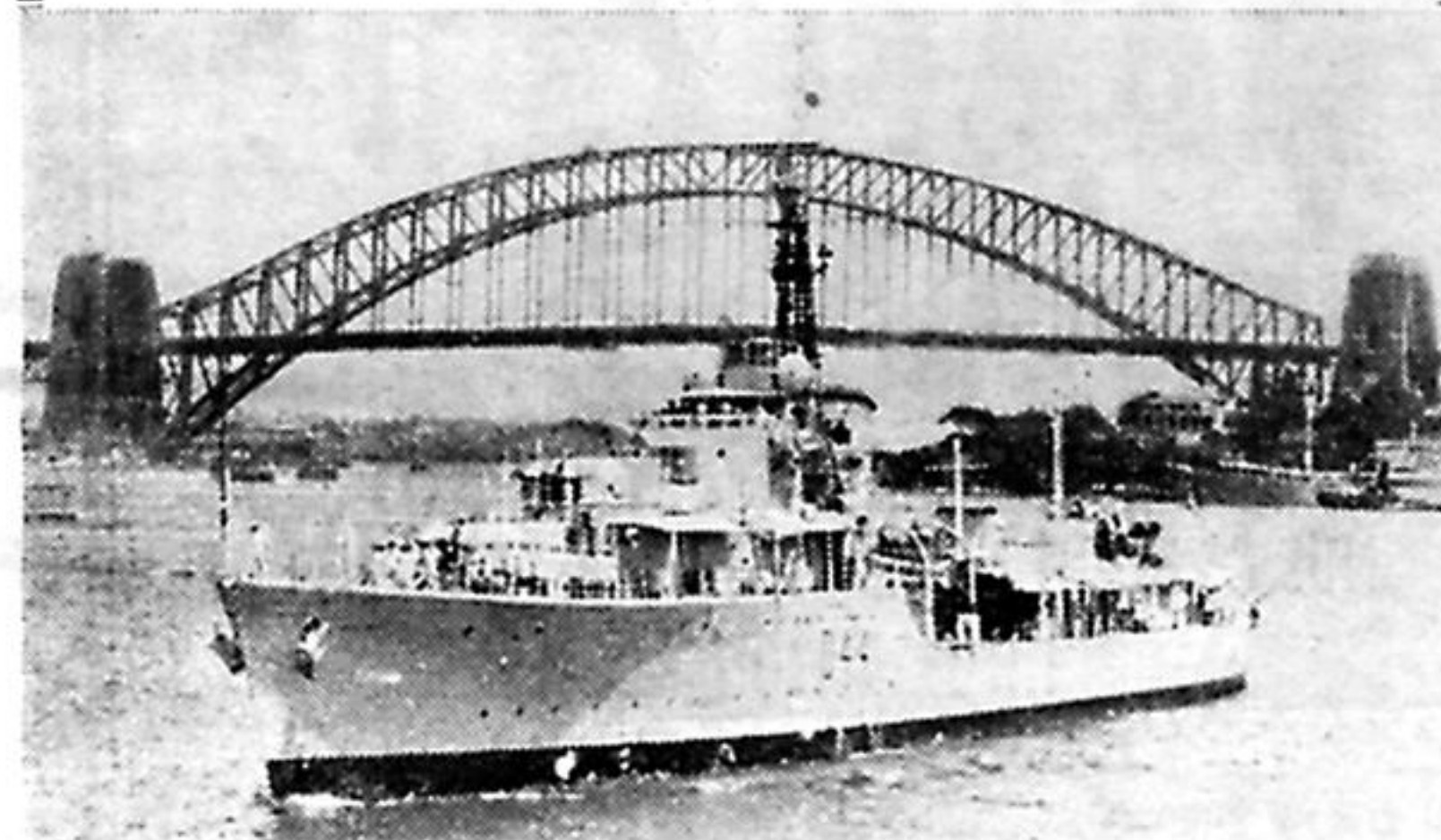


In no matter what part of the world the sailor finds himself he very soon makes friends with children and if at all possible he gives a party.

In the upper photograph L.Wtr. B. J. Harmslaw acts as Father Christmas at a party given to the children of the St. Andrews Mission Hospital for sick children at Singapore. The party was given by the staff of the Commander-in-Chief, Far East Station, on December 20.

In the lower photograph A. Sea. Cranston, of New Malden, C.P.O. Roche, of Plymouth, Naval Airman Franks, of Hornsea, Ord. Sea. Mapes, of Norwich, Naval Airman Lock, of Clumpton, and Mech. (E.) Hingston, of Deptford, are seen wrapping parcels in preparation for the party given to orphan children on board H.M.S. Centaur at Sydney on December 23.

H.M.S. LAGOS



H.M.S. Lagos, with Sydney Bridge in the background. The ship, in company with Centaur and Llandaff, had spent Christmas amid the sun in the port.

The coastal minesweeper, H.M.S. Fiskerton, 360 tons, rescued 22 of the 37 crew of the American freighter Valley Fore which was wrecked on a rock south-east of Singapore on New Year's Day.

The United States Air Force claims that on December 16 Major Joseph

Douglas Rogers set up a world speed record of 1,520.9 miles an hour. The plane used was an F106 Delta Dart fighter.

It is planned to start the first nuclear training course in H.M.S. Sultan in February.

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(Delete as appropriate)

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Commence (Month)
If member of R.N. Association, please state Branch.

Puma gets a Live One

ON October 13 last H.M.S. Puma was presented with a stuffed Puma by Mr. John Steinbeck, the author, who promised that he would see what could be done to provide a live one.

Mr. Steinbeck has lived up to his promise, for last month a live puma was flown to London from California where it was met by officers and men from the ship.

The puma, together with the officers and men of the ship, were given a V.I.P. reception when the animal arrived at Paignton where it will be kept in the zoo there during quarantine.

The chief of the zoo at Paignton said "I have undertaken to look after the animal for the ship. It was felt that difficulties might arise with a live puma wandering about the deck of one of Her Majesty's Ships. However, I expect the animal will visit the ship from time to time."

BOOK REVIEWS

Japanese Eluded for four years

FOUR years on the run! Four years just one jump ahead of the Japanese in Shanghai during the occupation. That is the story of Petty Officer Jim Cumming told by Desmond Wettern and published by W. H. Allen, price 18s.

Desmond Wettern—he writes "News of Other Navies" for NAVY NEWS—has captured, vividly, Cumming's lonely battle. His fight for survival, his hunger, his fears, his luck and his courage.

Petty Officer Jim Cumming was serving in H.M.S. Peterel which was literally blown out of the water when Japan entered the war. He was on shore the night the ship was sunk and managed to elude the Japanese seekers who had learned that one of the crew was unaccounted for.

Assisted by a Danish family, Free French and White Russians—one of whom he married—Cumming could not get out of Shanghai, yet as the long, terrible months passed he became a "go between" for intelligence men. He was able to let his shipmates in prison know that he was at large and helped their morale as best he could. The interned residents learned, too, of his continued freedom and implored him to surrender, and when their pleas had no avail would have given him away to the Japanese could they have done so.

Those who know Shanghai as it was will realise to the full what Petty Officer Cumming went through, and those to whom Shanghai is just another place name will enjoy this well-written tale of this lonely battle against seemingly impossible odds.

SOLDIER AND SAILOR TOO

FROM Iceland to the Falklands—from Lexington to Singapore and Japan—wherever there has been trouble, the Royal Marines have been among those sent to quell it.

In his *A Short History of the Royal Marines* (Messrs. Gale & Polden Ltd., 5s.), first published in 1948 and now brought up to date, Colonel G. W. M. Grover, O.B.E., R.M., tells all too briefly for those of us who admire the work of the men Kipling referred to as "Soldier and Sailor too," of the coming into being of the Corps and the various exploits which have made it renowned as a smart, efficient fighting force.

Well illustrated—some in colour—and containing 12 appendices and a pull-out map showing the main points at which the "Royals" have made their impact felt, this new edition will be welcomed by all Royal Marines and all those, too, who admire them.

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The East—and a snowstorm—beat Combined Services BALL A CHUNK OF SNOW

SNOW squalls driven in half a gale across the Nore Command Ground, played havoc with the English International Hockey Trial between the Combined Services and the East on January 9. The use of a red ball and the great hockey skill of the star-studded sides made hockey just a possibility, but the England selectors could draw few, if any, conclusions. The East scored the single goal of the match in the first 10 minutes.

For both sides it was a triumph to have kept the game going at a relatively great pace and in such good style when the ball at times looked like just another chunk of snow, and feet and hands had to deal with half a dozen hazards.

Only two R.N. players were in the Combined Services side; Leading Airman Prescott, R.N.A.S. (Culdrose) and Lieut. Durden Smith (H.M.S. Apollo). For Prescott the match must have been a great disappointment. In the appalling conditions Prescott was absolutely outstanding and there is little doubt that a similar performance under more realistic conditions would have earned him a place in at least one of the England Final Trials.

Prescott unfortunately is due to join and sail in H.M.S. Albion in early February and therefore cannot play in the second Combined Services Match (v. the North at Stockport on February 6). He is also unavailable for the R.N. XI this year, as is Durden Smith. This is a great blow to Navy Hockey hopes. Durden Smith is still available for the North match and is the only Navy player selected, Prescott's place being taken by the

R.A.F.'s former Oxford Blue (Taylor). Prior to the Chatham match, the England and Eastern Counties selectors and Senior Officials were entertained to lunch in the Ward Room, R.N. Barracks, Chatham, by the Combined Services Hockey Association under its president (Rear-Admiral Sir Edward Rebbeck, K.B.E., C.B. (Retd.)), who is also president of the R.N.H.A.).

The Commander-in-Chief, The Nore (Admiral Sir Robin Durnford Slater) and the Commodore, R.N. Barracks (Commodore L. W. Argles) were also among the guests on what is probably the last occasion that the R.N.H.A. will act as hosts for the Combined Services at a major hockey match in Chatham.

A pity that the weather could not have been kinder for what was a good but could have been a brilliant match between two very good and very evenly matched sides which included seven Internationals.

ABLETOON No. 3

DESIRABLE



CHATHAM BOXING FLOURISHES

THE Nore Command revived a long standing boxing fixture versus Tottenham A.B.C. at Tottenham on Monday, January 25.

The show took place in the Town Hall and the Mayor of Tottenham invited the Mayors of Chatham, Rochester, and Gillingham and the Dean of Rochester.

The Commander-in-Chief was unfortunately unable to attend owing to a previous engagement but there was a strong representative body of Naval Officers present in support of the visiting team.

The Nore Command Team who only lost the Navy Championship by one point last month to Portsmouth were "boxing fit" and looking forward to the meeting very much.

The Navy won this contest 3 bouts to 2 and as Tottenham was unable to produce sufficient suitable opponents the remaining 11 men of the Chatham contingent fought among themselves—a gesture which was much appreciated by those present.

On Thursday, February 25, they have another fixture versus the Army Units in the Home Counties District at the R.N. Barracks, Chatham, which should be well attended.

Royal Marines look forward to snow

AT a cheerless time of the year when most people are grateful for the benefits of central heating and cease to apologise for a weakness for electric blankets in their beds, Royal Marines are inclined to look at bleak, snow-covered landscapes and assert vigorously that the weather is absolutely perfect.

To them, "never having had it so good" in a climatic sense, means that they are able to enjoy the blessings of icy days and possibly sub-zero nights

on desolate mountain slopes and savour the delights of living on iron rations, while for a really snug place to sleep there is always a hole in the snow into which to crawl.

The low temperatures mean that the Royal Marines can make a start with their cold-weather training in the Scottish Cairngorms and this week the first novices' course of the season will be arriving at their base at Glenmore Lodge, near Aviemore. Under the command of Capt. F. C. T. Priest, R.M., they will spend three weeks in the area receiving ski instruction, learn to fight in snow and ice and spend a total of 12 nights in the open with only tents or snow holes for protection.

Men of the Commando Wing of the City of London unit of the Royal Marine Forces Volunteer Reserve will also be going to the Cairngorms for specialist week-end training, leaving London on Friday evenings and returning in time to be back at their offices and workshops on Mondays. Two parties are travelling north.

After preliminary training in the Scottish mountains, students from the Regular Royal Marines will be selected for advanced training under Lieut. V. N. Stevenson, R.M., in Norway. The course in that country will be run with the co-operation of the Norwegian Home Guard School at Dombas and culminates in a six-day exercise in the Norwegian mountains.

The Royal Marines have entered a team for the B.A.O.R. Ski Championships and this team is to train in Scotland before going to Germany.

Team Effort Provides Fine Win

THE United Services (Portsmouth) Rugby team scored its biggest success on January 30 by beating the Old Paulines 28 points (two goals, penalty and five tries) to nil.

Although the Old Paulines side is one of the weakest sides in the fixture list and although the United Services fielded its strongest team and a win was confidently expected, it came as the result of a team effort and may prove to be the "boost" the United Services need.

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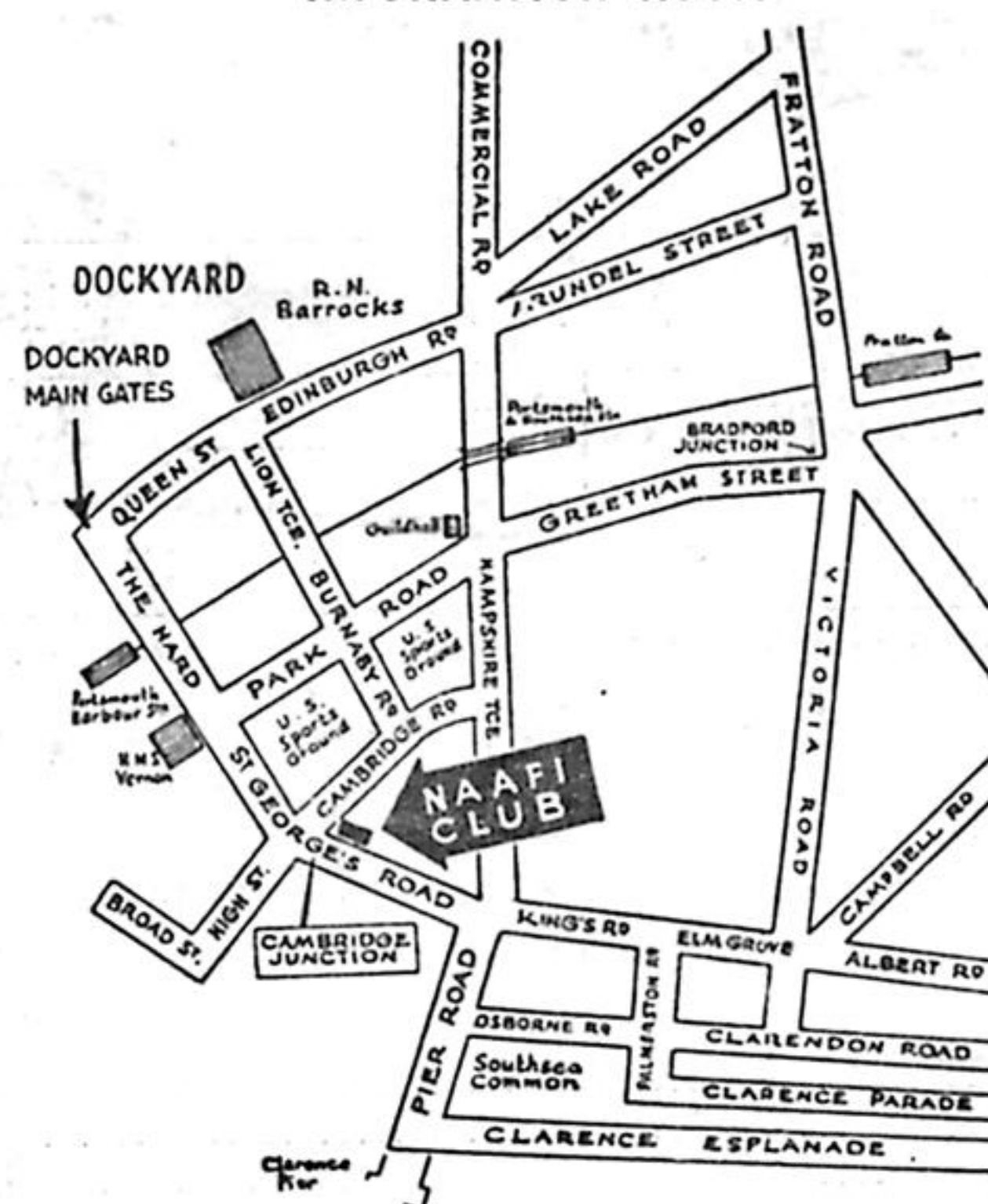
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